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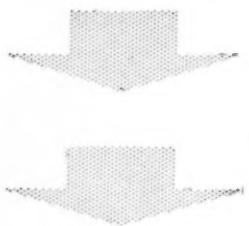


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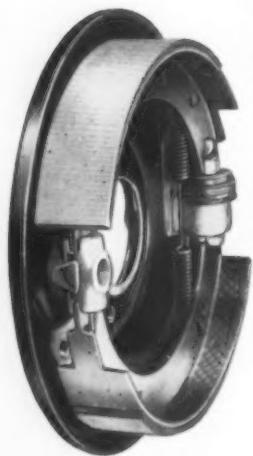
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90 b.h.p. at 3800 r.p.m.
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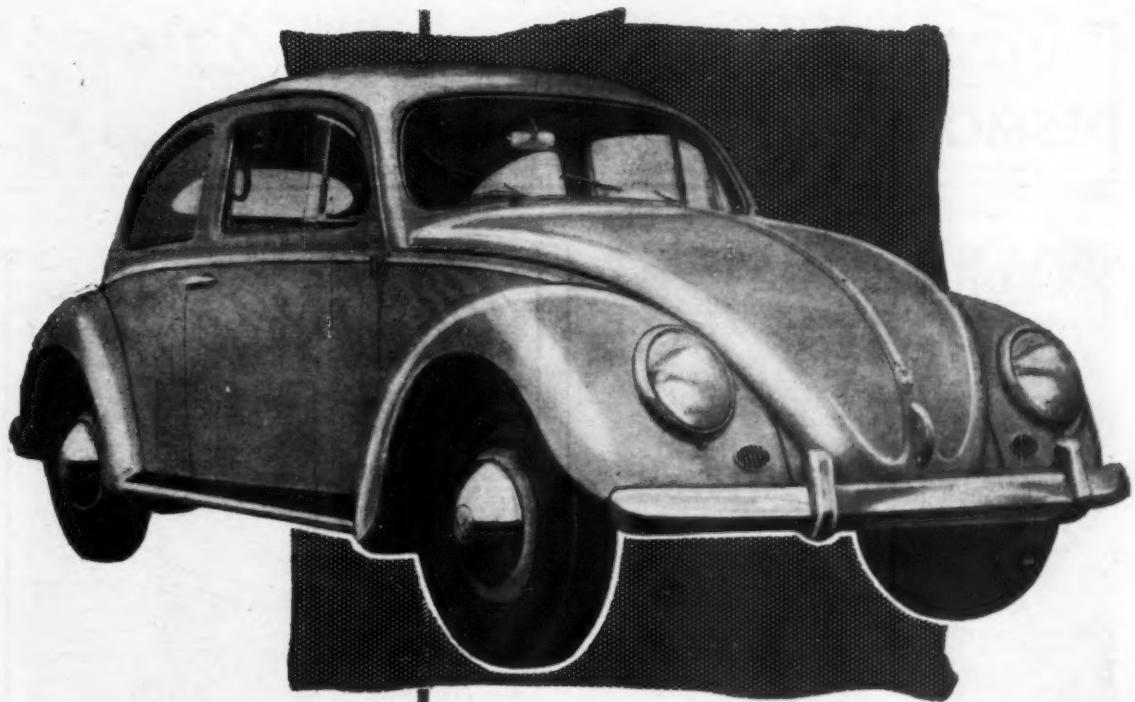
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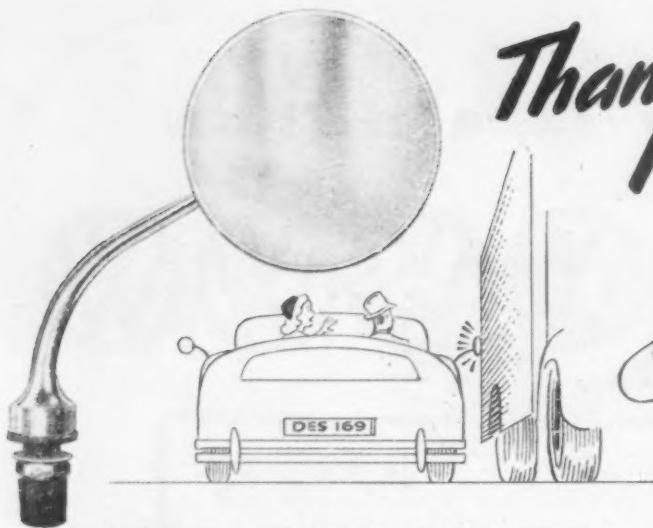
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who forgot
to change
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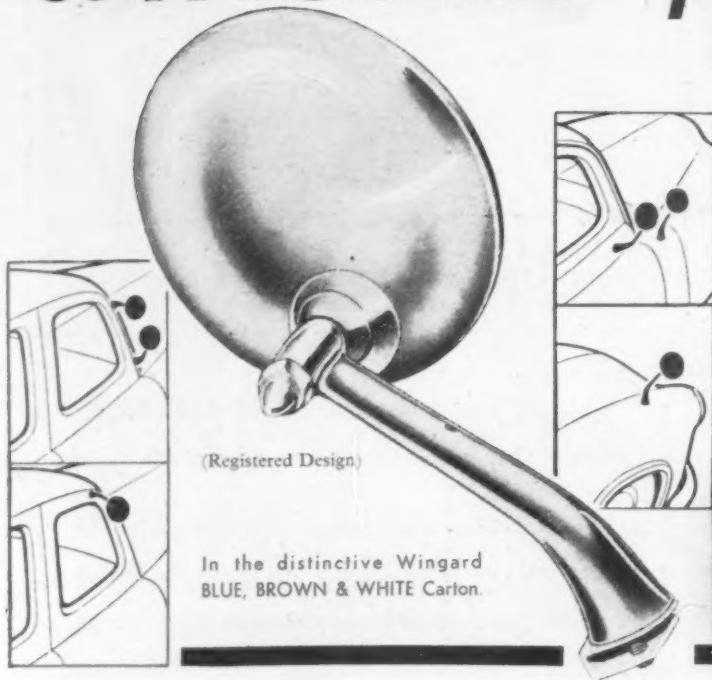
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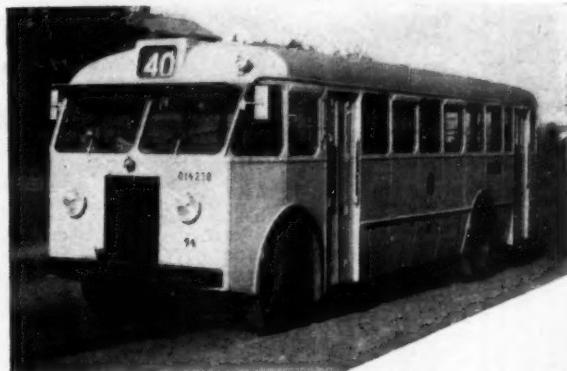
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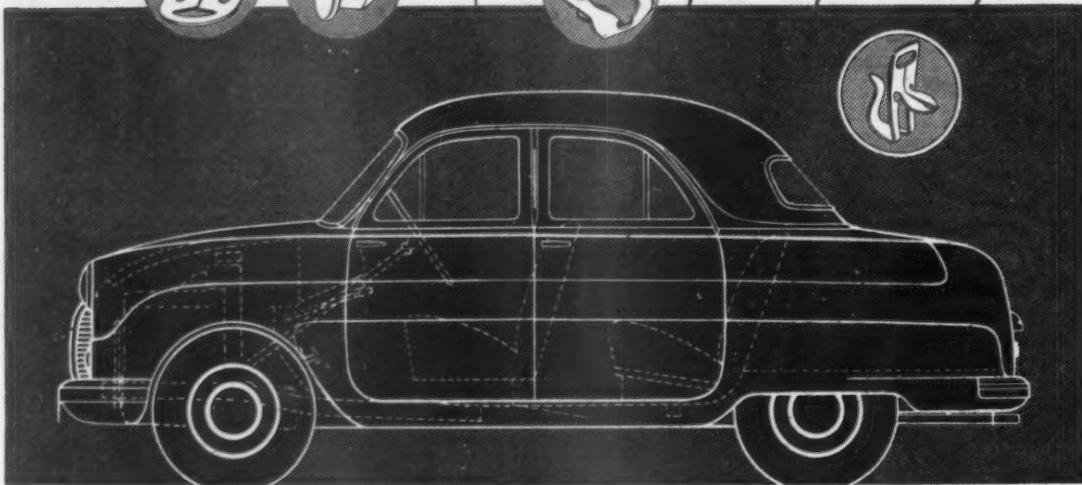
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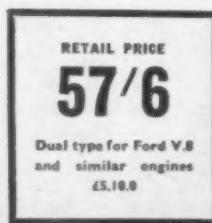
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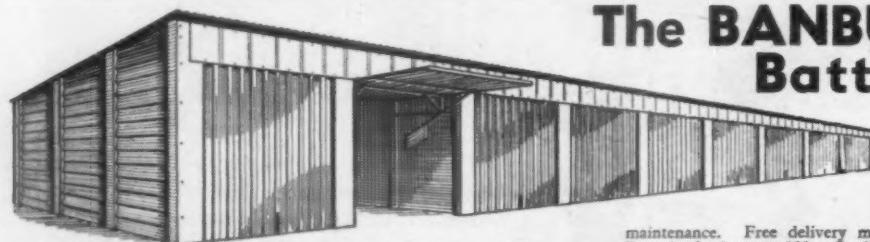
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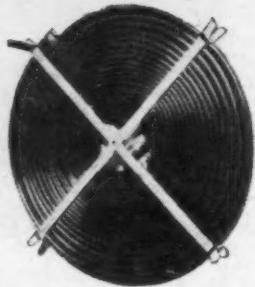
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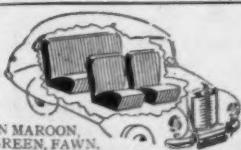
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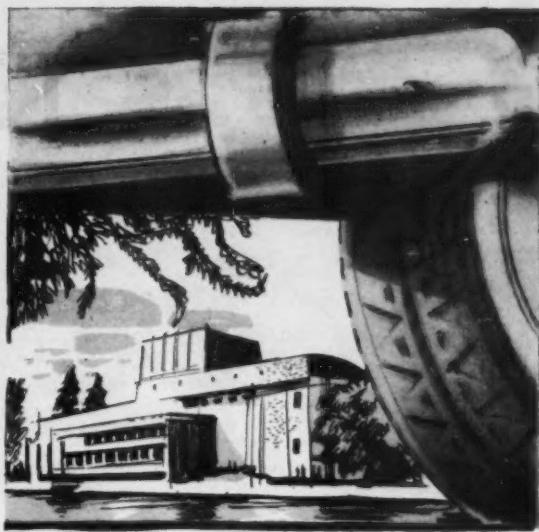
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Autocar

FOUNDED 1895

No. 3115

Friday, 12 August 1955

Vol. 103

Choose Your Garage

WHAT, we wonder, do American visitors think of the average petrol filling station that they meet in their drives through the British Isles? And what do we think of their filling stations when we drive in the United States? Whatever the answers, there is a case for getting together, pooling ideas and then trying to raise British standards to the combined best. To judge from personal experience in America we would hazard a guess that, while Britain could offer examples as good and as bad as anything seen on the other side of the Atlantic, the Americans would most likely take the prize for service—mainly because motorists insist on it.

The majority of garages over here leave themselves open to some criticism and it is partly the fault of the motorist that shortcomings continue to exist. Americans are more conscious of good service and attention, and the competition is fierce. The filling station that fails to give real service finds it hard to stay in business.

What constitutes service? The following points would certainly qualify. Attendants who know their job and concentrate on doing it, so avoiding spilling of fuel and the dragging of hoses across coachwork; sufficient staff to avoid delays; your windscreens cleaned while you wait; and a till or purse which is handy for quick payment and change. The garage itself should have good approaches (filling up on the roadside should seldom be tolerated); the pump should be under cover; equipment should be clean and efficient; there should be adequate light, and a civilized cloakroom should be available. Additional refinements which are appreciated are clean overalls for the attendants and, to protect the car from spilling and rubbing, an "apron" to slip over the car filler.

Overseas Standards

Many, even the majority, of American filling stations offer such amenities and often a quick-service café as well, but why must they make the countryside hideous with hoardings, strip-lights, acres of concrete, masts or stark towers on the buildings, a multitude of small advertisements, and warning notices for miles on either side?

Proprietors of garages in this country have not yet considered it necessary to offer as much in the way of service and facilities as those mentioned above, but, on the positive side, there are examples of the touch of the artist which succeed in making the garage almost a place of beauty and at least no eyesore or blot on the countryside. The Scribe mentions such a one this week. The chances at such places are, too, that the man who fills the car will be a friendly, helpful soul, even if he does not think to clean your windscreens and lacks the spray and leather with which to do it even if you ask.

We do feel most strongly that a motorist in this frequently inclement climate ought to be provided with a roof over his car when he calls for replenishment or attention, and we deplore the practice of filling up at the kerb of the main street of a town. Regarding the former point, we wonder how many readers have tried in vain to find an under-cover garage between, say, Baldock and Bawtry on the Great North Road. Where reasonable facilities are lacking the remedy is largely in the hands of the motorist, but the fuel companies who are now building or converting more stations for their own products assume some of the responsibility and should also continue to set an example.

For some years, Great Britain, and more particularly England, has suffered a deterioration in the attitude of individuals over service to their fellows. A dislike of obsequiousness has brought about what is often a truculent unwillingness to go beyond condescension. This is a pity, because the English are, at heart, an hospitable race.

On the other side of the pumps, motorists might sometimes be a little more appreciative of the service of good attendants. We do not believe in the tipping system at the filling station, except for special purposes, but we do believe in courtesy and kindliness. And why, oh why, cannot we get used to asking for a pound's-worth of petrol instead of so many gallons and the inevitable change?



The Hillman coupé which provided economical motoring with a minimum of trouble

By STUART BLADON

BORDERLINE MOTORING

10,000 Miles—and Good Fortune—with Two Much-used Cars

EARLY introductions to the pleasures of motoring vary considerably and some people are luckier than others in being brought up on new cars and not-too-limited financial support. But for some of us there is no rich aunt to buy the first expensive two-seater and a more restricted policy has to be followed. Instead, we spend precious savings on an exhausted car and run it along the borderline of expense and income. Under such circumstances, and very much in doubt, I decided to venture into the motoring world and to test for myself the theories so often expounded on the cost of insurance, depreciation, garaging and other motoring overheads.

The first problem—acquiring the vehicle—was at once the most difficult. Consideration of a motor cycle revealed many points outweighing the economy factors and a small car seemed to be favourite. So I accordingly visited the numerous local dealers and advertisers; this stage proved to be extremely interesting, though naturally rather worrying. Eventually the great decision was made and I purchased a small coupé.

It was a Salmons-bodied Hillman 10, built in 1933, and on the trial run it seemed to be ideal for my requirements. The hood was sound and had the advantage that it could be quickly folded back into the coupé-de-ville position and was then wound back with a detachable handle, giving a completely open car for fresh-air motoring. The paintwork was fair and everything seemed to be mechanically sound. The oil pressure indicated on the gauge, however, was ominously low, but as only very moderate mileages were contemplated I felt that I could cope with a rather excessive oil consumption. There were other faults in the car, but considering them all it seemed, and was, reasonable value for £55 with prices as they were then (1953).

So the arrangements were made, and the following day

I made a one-way bus journey to the dealer and the car was mine. No new faults appeared after the Hillman had been in use for some time, but the original ones made themselves painfully noticeable. I ran the car for six months only, covering less than 3,000 miles, and during this time it proved to be value for money and a sound investment; but there it ended.

Many miles ago the little side-valve engine must have started grumbling about a major overhaul; in my possession it was, alas, screaming out for it! On a long journey, when the oil became really hot, a quart did not last more than 100 miles; but with frequent cold-starting and short journeys the level in the sump could actually be noticed to increase as petrol, water and other adulterants found their way past the pistons.

On the road, 45 m.p.h. was about the maximum, and the engine then sounded as though it was on the point of blowing up at any minute; 35 m.p.h. was the best cruising speed. Braking was also far from satisfactory: the system used was of the self-wrapping cable-operated type, in which the leading shoe is activated by the rotation of the wheel and operates the trailing shoe through linkages, thus giving a two-leading shoe effect. The principle was sound and the actual braking effort was good, but unfortunately the whole system was suffering from the effects of twenty years' use. Serious wear had occurred in the linkages and cables and it was quite impossible to balance the brakes on one side with those on the other. Furthermore, the sideways pull when the brakes were applied was never constant, so that the car would veer violently to left or right according to chance just at the crucial moment when the car was required to follow a straight line.

Another rather troublesome fault was that the stop-plate on one of the rear brakes had worn excessively and allowed

the whole assembly to rotate slightly when the brakes were used while reversing. No matter how gently the pedal was applied, the result was a phenomenal and violent stop, leaving a black mark on the road which varied in length only according to the speed of reversing. This trouble defied all attempts at economical repair and the only solution was always to reverse uphill! However, this fault produced an interesting reaction in passengers who, until they knew the habit, thought we had hit something.

Steering was quite positive, but the Hillman had pronounced oversteer which was made tolerable only by the low speeds of which it was capable.

The head lights were sufficient for the performance but placed heavy demands on the dynamo; current was taken from the battery at about four or five amps while both lights were on, even though the dynamo was doing its best, so that 100 miles or so was about the limit for night driving. As the third brush was fixed it was not possible to alter the rate of charge.

Only one other trouble needs to be listed, and that was the difficulty which occurred in trying to start the engine when the temperature had fallen much below freezing. Worn timing-gear and an easily flooding carburettor demanded hot water in the radiator to enable the car to be started when it was really cold.

There was one occasion, under extreme conditions, when even this did not work and the car had to be left in the open all day with the temperature well below zero and the cooling system full of water. The drain tap had, of course, frozen solid; shortly afterwards so did the water, and it was a credit to the pre-war castings that no damage was done either then or in the thawing-out process afterwards.

Now from the critical to the more favourable aspect of this Hillman. In this comparatively short time it never broke down on the road or caused avoidable trouble. The maintenance it received was limited to cleaning plugs and points, greasing and oiling, and trying to adjust the brakes. In fact, expense was kept to the absolute minimum, as will be seen from the final assessment outlined below:

	£ s d
Petrol, 78 gals	17 4 10
Oil, 28 pints	2 3 3
Tax and insurance	12 16 3
Accessories	5 2 1
Maintenance and repairs	1 9 1
Total	38 15 6

Overall fuel consumption = 32 m.p.g.

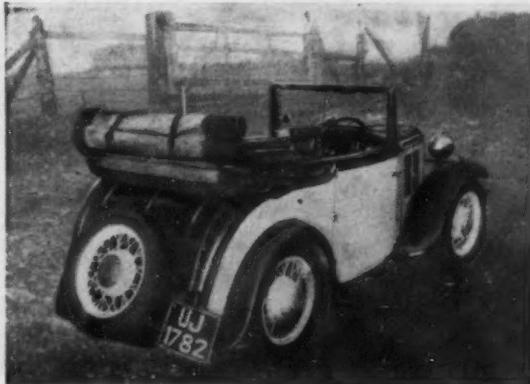
Overall oil consumption = 89 m.p.p.

Overall cost per mile: 3.7d.

Overall cost per day: 4s 3d.

One important lesson arising from the final assessment is that even with a car consuming oil at the rather rapid rate of one pint every hundred or less miles the actual expendi-

An additional blast of fresh air could be obtained by opening the windscreen; this view presents quite an attractive outline for so old a car



ture this involves is a comparatively small proportion of the overall running costs.

Eventually, however, the opportunity occurred to sell the little Hillman coupé. In spite of complete honesty about the condition of the engine, the original purchase price was realized and the car sold for £55 taxed but uninsured.

So far the experiment had succeeded and the cost of motoring had been kept to a reasonable limit, but this was on a low-power car used for only six months at the unusually low rate of 5,000 miles a year. The second part of the experiment involved a bigger car and a more normal annual mileage; but here again the mileage was limited to purely personal and pleasure use and the same system of reducing expenditure was employed.

Although doubtful as to whether it would prove an economical proposition I decided to buy a 1937 Vauxhall 14 big touring saloon. It was sold to me for only £50—but not without reason, for it was in a sorry state and must have seen some very unkind ownership in the past. The running boards had gone and so had most of the paintwork. The engine, which had been renewed only four years previously, had seen a terrific mileage and was beginning to go home. Later I learnt that its one-time owner had lived 35 miles out of London and motored in every day.

On trial the Vauxhall seemed very good. It was capable of cruising at 30-40 m.p.h. and for short periods it would hold 50 quite comfortably with an available maximum in excess of 60. After a smaller car with rigid front axle suspension the independent springing on the Vauxhall seemed to be bordering on luxury. The engine was comparatively quiet, and with the exception of the Trafficators and clock everything seemed to be in working order.

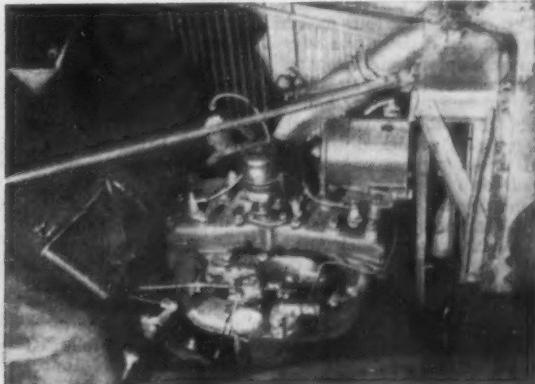
There was no indication that the car had ever been cleaned, for mud and dirt covered the entire surface, but beneath the encrustation it was found that the surface had been polished down to the undercoat of a war-time grey.

The interior was very rough, and inadequate attempts had obviously been made to repaint the imitation wood facings. The leather seats were beginning to wear through, and door trims, roof linings and the window-winding mechanisms all bore evidence of some very careless use during their 17 years' life.

The oil pressure was again noted to be very low, and the condition of the bearings was under suspicion; but, considering all, it was clearly a bargain, and so the change was made. Rather sorrowfully—for the Hillman had been a faithful little car—I parked it for the last time and handed over the key to its new owner, and climbed into the Leviathan that was replacing it.

After purchasing any used car, the most important moment is when the dipstick is inspected after the first long run; and on the Vauxhall this showed that the first 100 miles had taken a pint of oil. In fact, a useful point for the second-hand car buyer is that the dipstick can be a good guide to the condition of the engine. Clean oil, well

Excessive wear had seriously affected the condition of the Hillman engine, but in spite of this the power unit proved to be reliable.





The Vauxhall 14 big touring saloon, seen here with Lucas spotlight and improved frontal appearance after the accident: damage had been repaired

up to the full mark is not very informative; it may indicate a good, almost new engine, or simply that the oil has been changed for sale. But if the oil is black and almost at the bottom of the dipstick, then at once the engine is suspect, and may prove to be an expensive "oil burner."

The first long journey also tells a lot that cannot be discovered on the initial test run. In this instance, after ten miles or so, when the oil was well warmed, the true state of the bearings became obvious. On a long, gradual incline, "bearing-rumble" could be heard, almost like distant thunder. The oil-pressure, low on the test run, now fell away to nothing when the engine was ticking over, the warning light shining brightly. Even at cruising speeds in top gear 15 pounds was about the most recorded on the gauge.

A strange movement of the steering wheel was also noticeable on gradual left-hand bends, and this was attributed to excessive wear in the king-pin on that side. In actual fact, the play was more in the eye of the beam axle, which had, of course, worn oval. And the unmistakable "song of the back axle" gave warning that any mile might be the last for the crown wheel.

Taking Out the Pleasure

Other faults showed themselves, but the worst feature of this car was the condition of the brakes, which took most of the pleasure out of the driving. But then this was a £50 car, and one in such condition that only the present rate of purchase tax on new cars and its effect on the second-hand market, was keeping it on the road.

During the first four months with this car, my time for carrying out repairs was very limited; oils were changed, chassis nipples were supplied with grease, and a marked improvement in the already satisfactory ride was noticed after refilling the spring-housings and rear shock absorbers. Later, the whole car was brush-painted in grey, a very good effect being produced with two pints of Brushing Belco, and minor repairs and adjustments were carried out as required.

One day in August the Vauxhall qualified for a holiday. As the car mounted the brow of a small hill in Hampshire on a secondary road, a black Austin Somerset appeared, coming fast along the wrong side of the road. The rather doubtful brakes and the excellent wind-tone horns were both applied hard, but alas, with only partial success. For the oncoming driver—a Canadian on holiday in this country—was more accustomed to passing traffic on the right, and what followed was the natural result. In actual fact, at the time of impact

the Vauxhall had just come to a standstill, and the Austin, bows down under heavy braking, was making only about eight miles an hour.

This was one of the rare occasions when a violent swerve to the wrong side of the road might have saved the situation. But at the time it was hoped that this course would be taken by the approaching car—to its correct side of the road; when it was realized that this was not going to happen it was too late for evasive action.

The result of the impact made one point quite clear: for crashworthiness a big pre-war car with a chassis is preferable. The spring-mounted Vauxhall bumper took a lot of the shock, but water was running fast out of the radiator, which had split, and the whole of the front was damaged. Structurally, however, the car seemed all right, and when the break-down lorry had dragged the other car away it seemed likely that it would be possible to continue the journey. A half-pint tin of Never-Leak was poured into the radiator, and this effectively stopped the seepage; then, after garage mechanics had checked the steering mechanism for damage, the journey was continued. After the remaining 70 miles the radiator was still full of water.

Naturally a car of this age was covered only by third-party insurance, and settlement of the claim to repair £50 worth of damage involved a certain amount of difficulty. To this end, the various photographs that had been taken after the accident were quite invaluable. The "holiday" lasted six weeks, and then the car was back on the road with spotlight, bumper, radiator and grille all renewed. Total cost of the repair had been £52; if it had been much more the insurance company, of course, would have written the car off at its market value.

Finally, some six months later, the day came for sale, and a dealer allowed £75 on the Vauxhall in part exchange for a post-war car; in view of the improvements which had been made since its purchase a year before, the £25 "profit" was reasonable. When the cost of the year's motoring in this 14 h.p. car was analysed it was at once obvious that this again had been a sound investment.

Total miles: 7,646. Time used: 25 months.

	£ s d
Petrol, 287 gals	62 15 11
Oil, 68 pints	5 0 8
Tax and insurance	22 6 7
Accessories	11 15 9
Maintenance and repairs	10 1 4
Total	112 0 3

Overall fuel consumption: 26.6 m.p.g.

Overall oil consumption: 112 m.p.p.

Overall cost per mile: 3.5d.

Overall cost per day: 5s 7d.

It is difficult to see how expense could easily have been

This car provided cheap travel for five with considerable comfort





The danger of third-party insurance is that it may be difficult or even impossible to disclaim one's liability; in the case of this accident photographs proved invaluable. This picture was taken on the advice of the police, who had by now arrived

reduced from this figure. Even the oil consumption had formed only a minor part of the bill, and certainly £10 is a very small sum to spend on repair and maintenance over 7,000 miles with an old car.

With a modern car in first-class condition it might be possible to obtain even more economical running than this; certainly the fuel and oil bill could be reduced. Surprisingly, however, the repair costs on a new car may well prove to be greater than those which have been described. For defects on a good car must be attended to as they occur, whereas on a car that is nearing the end of its useful life repairs can be deferred, as the faults simply add to the

Fortunately the chassis survived the impact, and damage was limited to the more vulnerable parts of the lights, bumper, radiator and grille



general poor condition. Further, depreciation has to be considered, and insurance on an expensive car (fully comprehensive instead of third party) will cost considerably more. On a long-term, and long-mileage basis, these differences would, of course, be ruled out.

In nearly two years I had never removed the cylinder head or sump of either car, or relined the brakes and clutches. In fact, the biggest single repair bill at any garage was £4 for the fitting of a new fuel pump.

In spite of this lack of skilled attention, both cars proved entirely reliable; there was only one roadside breakdown, when a condenser securing-screw came adrift on the Vauxhall. But naturally a car in this condition cannot be depended on with complete confidence, as a major breakdown could occur at any time.

Comparison of the cost of running the two cars is also interesting. The bigger car had involved only four times the expense of the other, and covered three times the mileage; actual cost per mile was less than that of the Hillman. So perhaps for use such as this a small car is not such an economy after all. The cost of running them had amounted to only £150 in a year and a half, or approximately seven shillings a day.

Now the second part of the experiment had been tried successfully, and had proved that borderline motoring was practicable with a large car. But one point which must be remembered is that although no repair work of any magnitude was undertaken, this might easily have become unavoidable. What if, say, the crankshaft on either of these two cars had given up under the terrific pounding of loose big-end bearings; and fractured connecting rods had smashed through the crankcase, ruining the engine?

In seconds, the story would have been quite different, following the failure of gear box, back axle, or any major component. It is probable that expensive repair would have been uneconomical, and the remains of the car must have been sold as scrap.

With these two cars the gamble came off, but the success of borderline motoring obviously depends entirely on luck in escaping major breakdowns.



WINGED WORDS—and important ones to all road users—help to publicize the campaign for speedy and radical improvement of our road system. The helicopter was chartered by the Roads Campaign Council. This picture is an interesting contrast with that published on page 243

Tubeless Film

A RECENT addition to the Dunlop film library is "No Tube: No Trouble," which illustrates the development and testing of the tubeless tyre at normal pressures, and again at only eight pounds per square inch. The new film runs for 16 minutes, and is available for loan to motoring clubs and organizations.

Italian Production Increase

IN the first half of this year exports by the Italian motor industry rose by 86.3 per cent. The new total, 36,728 vehicles, is approaching the number exported during the whole of last year. Nearly all of these products were cars and this export figure represents approximately a quarter of total production during the six-month period.

New Swedish Car

INTRODUCTION of a new car is planned this autumn by the SAAB manufacturers of Gothenberg, Sweden. No major changes of body style are proposed, but a 750 c.c., three-cylinder engine will replace the original two-stroke unit. The new engine—developed by the Heinkel company of Stuttgart—is claimed to produce 36 b.h.p., and will drive through a compact three-speed gear box. The new SAAB is intended to compete with the popular three-cylinder DKW.

Roads of Rubber

ENTHUSIASM overseas appears to be increasing in favour of rubberized roads. In Malaya the Public Works Department has decided that this method of road-building is superior to the more normal use of bitumen; rubber is claimed to give a stronger surface, and to have better weathering and wearing qualities. On the other hand, however, rubber roads have still to be proved economical as at present they cost thirty per cent more than bitumen-surfaced highways. In the meantime, thirty tons of rubber have been purchased to lay a further 20 miles of experimental road.

NEWS AND

Rally of Police

WINNER of the Tenth International Police Rally this year was a Sunbeam saloon driven by the team of police drivers from Saint-Gilles, Brussels, led by Mr. Emile Van Nieuwenborgh. The average speed including all stops was 68 kilometres (just over 40 miles) per hour; and the car used was the one which won the last Monte Carlo Rally.

One Thousand Up

SINCE the air ferry service to Ireland was opened last April, Silver City Airways have flown one thousand cars across the Irish sea. The thousandth car was a Bedford Dormobile owned by Mr. H. Smith of Dundonald, Ayrshire, who was travelling to the Dublin Horse Show; on arrival at Newmarket-on-Sea he was presented with a commemorative car badge, and his wife received a bouquet.

Small Car for Ireland

THE introduction in Dublin of the new Fiat 600 on the Irish market was attended by government and municipal officials. After the ceremony, 26 new Fiats were driven through the city, each carrying a different county banner. Speaking at the reception, Mr. P. V. McGee, chairman and managing director of the McGee group of companies, stated that Fiat development in Ireland during the last year and a half had been rapid.

Possibility of a New Model

IT is well known that a large number of the cars setting out on annual holidays carry with them at least one camera as part of the essential equipment, and it is likely that with the promise of good weather more films than ever will be exposed this summer. Poor holiday prints can be a particular disappointment, and reference to an associated journal, *Amateur Photographer*, may prove of value in avoiding the traditional mistakes, together with such advice as may well make the difference between obtaining indifferent and excellent results.

VAUXHALL

WHEN one of the really big private industrial companies decides to embark on a major venture, there is always something very fascinating about the way in which things get done. The Vauxhall and Bedford expansion scheme is typical.

It was decided last year, when production was running at some 130,000 vehicles per annum, that commercial vehicle construction should be moved to Dunstable, leaving the plant in Luton, Bedfordshire, to concentrate on cars, and that expansion should be undertaken that would enable vehicle production as a whole to be doubled—to 260,000 vehicles a year.

Although this decision was made only last year, results are to be seen very clearly already. All commercial (Bedford) vehicle assembly has now moved to Dunstable, with the exception of such light vans as are inseparable from car production, and at Luton a complete hillside of chalk has been moved to make way for construction of a new, enormous factory building that will include a big press shop.

The changeover of commercial vehicle

GROWTH

production lines was carried out completely during the recent two weeks summer holiday period—and so efficiently that not one vehicle was lost from production. And now the foundations are already well under way for new plant that will be additional to the extra space provided for car production by the removal of the commercial vehicle production lines.

Concrete is being poured on to the chalk bed at the rate of thousands of tons a day; and on the great, open, dust-covered site the reinforced concrete pillars that will help to support the press machinery are springing up. Some of the 1,500,000 tons of chalk that were moved have been used substantially to extend the local airfield beyond the earlier confines of a falling-away hillside, and thousands of tons more have been stacked wherever room could be found.

The Vauxhall company have already avowed their intention of building a smaller car than any of those in the present range, and it certainly seems that by next year there should be plenty of space available for its production.

VIEWS

Parking Meters

LONDON has its first, experimental parking meters—some are in use on a site in Portman Square, and six of another type have been installed at a car park on the site of the old Queen's Hall near Broadcasting House. Each meter there controls two parking spaces, and the charge is 1s for three hours. The machines were made in America and have been converted to operate with English coinage.

Driving Home—from Beirut

ON his return from Cyprus, 2/Lt. J. Turner, R.A., will drive from Beirut through the Near East and Europe in his Morris Minor saloon, a total distance of approximately 5,000 miles. This subaltern, a National Service officer educated at Stowe School and Cambridge, will travel without a driving companion, but he intends to pick up passengers on the way.

Britain Third Again

FOR the first six months of this year Britain was the third largest exporter of cars to Switzerland, with a total of 4,229 vehicles. Biggest producer of cars for export to the Swiss market was Germany, with 18,113 vehicles, followed by France with 4,352. Comparable figures for last year are 24,488 from Germany and 5,089 from Britain.

Routes to the Costa Brava

MOTORISTS intending to hurry across France with the minimum of delay will find particularly useful the A.A.'s new publication "Routes through France to the Costa Brava." The routes are in diagrammatic sectional form, and start at the various ports along the French Channel coast. This booklet includes 37 town plans and a sketch map of north-east Spain, together with a list of resorts on the Costa Brava; the publication is free to members of the A.A.

Railways into Roads

SCHMES are being put forward by Sir David Robertson, M.P. for Caithness and Sunderland, to convert the little-used railway line between Inverness and Wick into a fast 22ft-wide road. Estimated cost for the conversion is £4½ million, and 18 months would be needed for the completion of the scheme. This proposal was canvassed by Sir David during his election campaign; it is interesting to notice that here, at least, is one M.P. attempting to carry out his election proposals.

GORDINI PLANS NEW SPORTS CARS OF 2 AND 3 LITRES

ALTHOUGH since his break with Simca he has been kept hard at work running his racing team with totally inadequate resources, Gordini still cherishes the ambition to build sports cars and fast touring models for sale to the public, and this ambition is reflected in the design of the new G.P. model which was described in *The Autocar* of July 15.

The chassis frame is very simple, with two straight tubular side members and tubular cross members. With the exception of the supports for the suspension it is absolutely flat. It is wide enough to permit the construction of full two-seater bodywork without any modification other than a possible lengthening of the outrigger brackets, and as the steering box is already on the left of the engine, a straight column could be used instead of the universally jointed one used for the Grand Prix single seater.

Gordini plans two sports cars—a 3-litre eight cylinder and a 2-litre six. The 3-litre eight cylinder engine is directly developed from the Grand Prix unit with bore and stroke enlarged to 78mm; the 2-litre six has the same general design, but with bore and stroke of 75mm.

The eight cylinder sports engine had its first try-out in the car which Bayol unfortunately crashed during practice at Le Mans. With four twin-choke horizontal Weber carburettors, it gives 256 b.h.p.

Petrol on the Slate

USE of credit cards for the purchase of petrol now seems to be the normal practice in America, and car owners simply sign an invoice for fuel at any garage covered by the issuing company. It is likely that the introduction of such a system into this country would rapidly become popular, particularly while the outrageous tax on petrol involves carrying so much cash on any long journey or holiday. It is, of course, often the practice of those who normally visit one filling station almost exclusively to arrange a monthly accounting of their petrol needs.

Power Steering

AMERICA is adopting power assisted steering more and more—in the first half of this year 24.3 per cent of the industry's output was so equipped. Installation in the six months period totalled almost as much as for the whole of 1954. One aspect of this boom is that extensive experiment is going on in improving the technique of applying power to assist steering wheel movement. Present appliances operate by hydraulic pressure generated by an engine-driven pump, but work is also being done on an experimental mechano-electric arrangement driven from the fan belt shaft. Chrysler's version of power steering comes into operation with no more than 1 lb of pressure on the steering

at 6,500 r.p.m. on a compression ratio of 9.5 to 1. Apart from the lower compression ratio to permit the use of pump fuel, the design closely follows that of the Grand Prix power unit already described.

The block is in light alloy, and the crankshaft runs in nine main bearings, with a tenth outrigger bearing at the front extremity, ahead of the timing gear. The water pump is driven off the nose of the crankshaft. The timing gear train drives the two overhead camshafts and also a longitudinal shaft in the crankcase to operate oil pump and rev counter. A pair of bevel gears at the rear end of this shaft drives the single Scintilla Vertex magneto. The engine weighs about 330lb.

Obviously any plans for series production of sports cars must await the result of racing experience with the Grand Prix prototype and policy decisions by Gordini's financial supporters.

ENGINE SPECIFICATION

	Sports 3 litres	Sports 2 litres
No. of cyls.	8 in line	6 in line
Camshafts	2 overhead	2 overhead
	gear driven	gear driven
Bore/stroke	78 × 78	75 × 75
Power	256 b.h.p. at 6,500 r.p.m.	6,000 r.p.m.
Torque	213 lb.ft. at 5,500 r.p.m.	160 lb.ft. at 5,500 r.p.m.
Compression ratio	9.5 to 1	9.5 to 1
Ignition	One plug per cylinder; single Scintilla magneto.	One plug per cylinder; single Scintilla magneto.

wheel; the major producer of the device, G.M. Corporation, has set the figure at 1½ to 2 lb, maintaining that any less will make the driver lose the feel of the road. On page 232 will be found details of the power steering to be available on the latest Armstrong Siddeley Sapphires.

GROSS POWER

NORMAL Continental practice when referring to the power developed by an engine is to quote the gross performance figure. These measurements of engine output are determined under test-bed conditions and do not include the power absorbed by the car's exhaust system, or the components such as the fan and the water pump. Rootes Motors, Ltd., have now announced their intention to adopt this system of quoting gross engine ratings, and have published the following figures:

Hillman Husky	37.5 (35.0)
Hillman Minx Mark VIII s.v.	40.0 (37.5)
Hillman Minx Mark VIII o.h.v.	47.0 (43.0)
Humber Hawk Mark VI	75.0 (70.0)
Sunbeam Mark III	85.5 (80.0)

Net b.h.p. figures are given in brackets for comparison.

PARADE of a score of Kent Police patrol cars at the county headquarters in Maidstone. They are all Singers, eleven of them the SM 1500, the other nine—aptly enough, some may think—are the latest model—the Hunter!



Honeymoon

with Milady

Continental Capers

with a

Reluctant Partner



"Signs of more than usual languor . . ."

THE makers of my car saw fit, in the piping days of 1937, to burden it with the soubriquet "Sports Saloon," in spite of the fact that their own honoured and respected name had been for many years synonymous with quality allied to unburdened dignity.

I fell for her early last year. Although she was by no means what I set out to find, there was an air of solid purpose about her, and a look at her road test figures confirmed the surmise that she had possibilities. Add to this the eulogies of my Garage, who had known her since birth, and their assurance that her then owner was their fussiest customer next to me, who was (they said) their most valuable; and buyer resistance melted as mist before an August sun. Mind you, errant fancy always eggs on imprudent desire when I get to the advertisement pages of any motoring journal, but, be that as it may, this gentleman's carriage surnamed Sports will, I fear, be as near as I shall ever get to the real thing.

I regret to say I am waxing fat and a little old and do not relish, as of yore, the varied mechanical tasks which old cars occasionally present; therefore I instructed the Garage to vet her and put to rights such things as I thought were wrong, together with any others they might find.

I am now a sadder and wiser man. Let me here say that if you own or contemplate owning an old car which is not strictly ordinary, go always either to its makers or their accredited agents for your repairs. They know what they are doing, whereas many otherwise excellent and earnest people do not, and at best have a good guess which may turn out, to your cost, to be a wrong one.

Suffice it to say Milady was handed over to me in alleged apple-pie order and in spite of one or two criticisms on my part, was pronounced to be in as good running order as could be obtained by skill and knowledge from a car of her make and age. Encouraged by this to disregard such qualms as I had, I decided on a Continental trip for the family holiday. Perhaps I asked too much of her, although I had already taken a less respectable machine of the same vintage to Spain and back without so much as a puncture, and as you shall see met, en route, Milady's twin sister who laughed at the trip.

We set off by air from Lympne on a fine July morning in company with a very glossy latter-day Bentley; 27 minutes later we were nosing out of Le Touquet tenez-ing the droite and in high feather, which happy state was immediately damped by the muffled report of an exhaust gasket expiring. This minor inconvenience was soon overcome by opening

the windscreens a notch to alleviate asphyxiation and the party's spirits rose again, aided by the thought of a set of gaskets prudently packed in the boot.

We pressed on to the first rendezvous near Rouen to meet friends who were roughing it in a Mark VII Jaguar and arrived, as planned, just before them. In no time at all we found a café hard by a small garage where the gasket was replaced, what time a joyous lunch, taken out of our picnic supplies, was eaten off the patron's plates and washed down by the patron's wine in an atmosphere of the greatest cordiality.

We then set off for Poitiers, my co-driver at the wheel, with myself in the back quickly succumbing to the soporific effects of a large lunch laced with *le vin*.

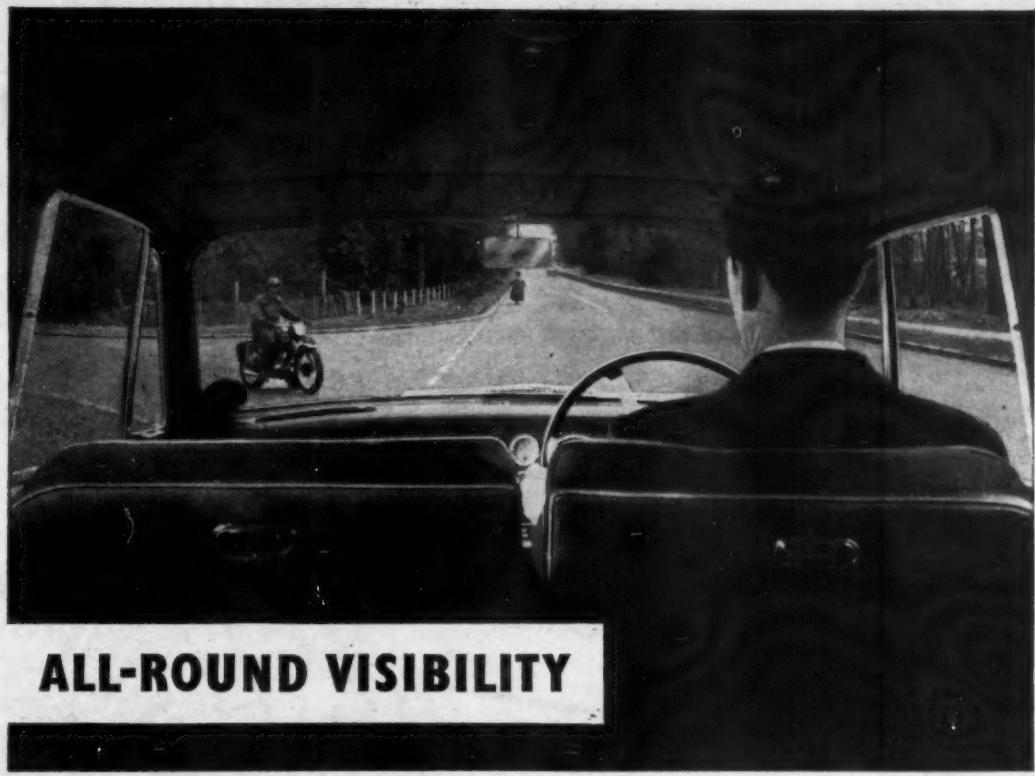
I was soon aroused to be informed that "she was getting rather hot." That this was fair comment was endorsed by a cloud of steam issuing from the front end. Seeing that Milady's radiator had been refurbished "by Specialists" (see Garage bill) this was a thought puzzling, but a look under the bonnet disclosed a loose fan belt which is of the link type, and no adjustment movement left.

Meantime the Jaguar party were pressing on, charged with the mission of finding a good hotel in Poitiers—and hang the expense. We were determined to sleep de luxe the first night, the better to face the rigours to follow of a holiday on the travel allowance. Our speed, or should I rather say our rate of progress, was reduced to contain our temperature within the 212 deg laid down by Fahrenheit.

Poitiers to me is rather like a large pimple in shape, with a road all round the base. In due course we arrived at the "centre ville" on top of the pimple, tired and a bit short, and badly in need of a drink. Of the Jaguar there was no sign in the large Place. The two males quickly combed the surrounding cafés and drew blank.

Just then the Jaguar appeared and the driver informed us that he had found a nice cheap hotel down by the station, having had second thoughts on the de luxe angle. This did not elevate very much the spirits of my Hôtel de Ville friend, who was aching for dinner with plush luxury to follow. However, we repaired to the station and, after several quick ones, all felt a lot better and viewed the small hotel with de-jaudiced eyes. It proved to be comfortable and provided us with that much needed dinner on its little terrace, where the restoration of amiability was completed.

Next day we were astir betimes and on the road, with a new fan belt fitted and nothing between us and Spain but a pleasant day's run with a social call at Biarritz for good



ALL-ROUND VISIBILITY

D277

...only one of the gifts of the DAIMLER CONQUEST

Sit behind the wheel of the Daimler Conquest and you feel complete master of the situation. The comfortably high driving position, while giving even a tall man plenty of head room, takes maximum advantage of the curved windscreen, slender pillars, extensive side and rear windows and well placed driving mirror. The twin windscreen wipers sweep an exceptionally wide area and provide a big overlap in the middle, effectively cutting out wet-weather blind spots.

But as well as good visibility, the Conquest gives you magnificent performance and road holding, and

offers such notable features as preselector fluid transmission and automatic chassis lubrication.

Comfort and dignity with dash. The Conquest is a fine-looking car, combining dignity and comfort with tremendous dash. Both front and rear compartments are spacious, with widely opening doors for easy access. Price £1511. 5. 10 including purchase tax.

OTHER CONQUEST MODELS

The 'Conquest Century' £1661. 9. 2. incl.

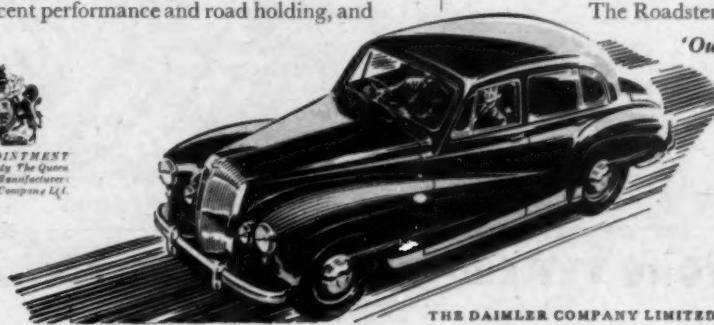
The Coupé £1736. 10. 10. incl.

The Roadster . . . £1672. 15. 10. incl.

'Out of pedigree comes pace'



BY APPOINTMENT
To Her Majesty The Queen
Motor Car Manufacturer:
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The 100 bhp Century: twin carburettors, bigger brakes, telescopic steering column, rev. counter. From 0-60 in 16.3 seconds and over 90 in top.

Firestone

TUBELESS TYRES

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Experience Counts —

27 Factories throughout the world. Total sales exceed £1,000,000 per day. Production of Tubeless Tyres from Firestone factories throughout the world exceeds 1,500,000 per month.

The
Firestone TUBELESS TYRE
with the **SAFETY-LINER**
protects against **BLOWOUTS**



In this safety tyre the tube is replaced with an airtight Safety-Liner which is bonded to the inside of the tyre. No tube to pinch, tear or blowout if injury to the tyre body occurs. Damage which might cause a conventional tyre to blowout becomes as harmless as a slow leak.

protects against **PUNCTURES**

No more roadside delays, because the airtight Safety-Liner which is bonded to the inside of the tyre clings to penetrating nails and sharp objects, preventing loss of air and enabling completion of a journey without changing tyres.



Firestone TYRES — consistently good

Honeymoon with Milady . . .

measure. Milady, however, soon indicated that fan belt or no fan belt, she was not prepared to run at less than boiling if any but the most sedate motion was maintained. Spain began to seem a rather long way off and once again the Jaguar was sent on ahead to herald our late arrival.

On the face of it we did not seem to have too hard a task as the frontier closed at midnight and it was then about 1 p.m. with roughly 180 miles to do. Milady had other ideas and began to show signs of more than usual languor on hills.

The first omen of the debacle to come was a rather tinny noise that started as imperceptibly as a cold in the head. By this time I was almost past caring, for I have found that those of my friends who know nothing of cars and ignore all noises seem to get away with worse than murder and appear to lead happy mobile lives. The noise, however, finally thrust itself into the forefront of our "conscious" and compelled a stop. A glance underneath revealed most of the exhaust system lying on the road somewhat abraded at the rear end. We progressed slowly to a nearby garage and introduced the whole family to the underside of Milady to view the damage. Grandpapa suggested that one hour would suffice to put us to rights, which opinion was endorsed by *père, mère et fils*.

We repaired to a café to restore ourselves with the magnificent aniseed beverage of M. Ricard, which, in my opinion, provides more comfort per franc than any other tipple. On our return, sure enough the job was done and we took on petrol and air while we were about it.

Spain again appeared to be a possibility that day, and we negotiated Bordeaux in good order. Came the Landes. Substitute trees for sand in the Sahara and you have the Landes. It seems pretty long, I'm told, in a Mark VII Jaguar, but in a tired carriage of Milady's age and then state of health it was like a bad dream. Our progress became slower and our stops for Ricard, while she and we cooled off, more frequent until at about 8.30 p.m. we crept, in bottom, up the last hill into the outskirts of Biarritz.

By then I guessed the worst—we were indeed even as the once-famous marque of M. M. Panhard-Levassor—*sans soupapes*. My companions firmly refused to believe this and insisted that all that I wanted was a couple of Ricards while Milady cooled off and then heigh-ho for Spain, a mere twenty-odd miles away.

I had three Ricards, in point of fact, and then demonstrated to the co-optimists that Milady was bereft of all compression. Leaving my wife with a drink and an injunction to watch our luggage, we set off to find a place to lay our heads, and to my surprise found a very nice little pub just round the corner at Frs. 1,200 per.

On returning we found my wife in deep conversation with two young men who announced the fact that they were on holiday with Milady's twin sister, and that they both had served their time with her Makers and even now worked for the No. 1 distributors of her respected Name.

Recourse was again made to the café, and my two new-found friends assured me that they would see I was all right and not to worry. I must say the prospect looked brighter, though I had a few mental reservations, knowing that spares for Milady were not as easy of access as one might wish. However, we all repaired to the Restaurant Tamaris, hard by the Casino, and had a truly marvellous dinner, at the end of which the mountain of tribulation had shrunk to less than insignificance.

We met next day at the café. It was raining, the joy of the previous night was as ashes in the mouth, and Milady from her dripping bower looked more woe-begone than ever. Restora-

tives were applied to drooping spirits, which then stirred sufficiently to take stock. My two young friends had last night declared that they would do the job in the road with a flick of the wrist, as it were, but the grey light of morning produced wiser counsels. We set off in twin sister to seek garage which would be willing to do the job under supervision. We soon ran into a snag. At our first prospect nothing could be looked at until Monday because Biarritz had now seen the light, and *la semaine Anglaise*—yes, they called it that—decreed that Friday evening sounded the curfew for all good garage men.

Our second try was luckier. We found a garage hard by the bistro where my Samaritans were staying, and a jolly little Basque mechanic, under the influence of some material good will from me, agreed forthwith to lift Milady's head to enable us to assess the damage and order spares.

By now we were the centre of an interested group all exuding sympathy and offering help. One of these proved to be an Englishman who had lived in Biarritz for years. He cheered us considerably by telling us that our mechanic was a first-class chap who really knew his stuff.

Returning in two hours, we found that he had indeed stripped out the head and valves and cleaned them up for inspection. The sorry tale was only too true. The head gasket had died and so had all the exhaust valves, beyond hope of redemption. My good friends then went into action at the Post Office, telegraphing their firm and the A.A. for the parts to be flown out.

By this time the Jaguar had come to collect us and we set off for Spain, enjoined by the rescuers once again not to worry. They volunteered to see the job through and keep us posted of progress by 'phone, which, bearing in mind the fact that they were on holiday, I thought was more than friendly.

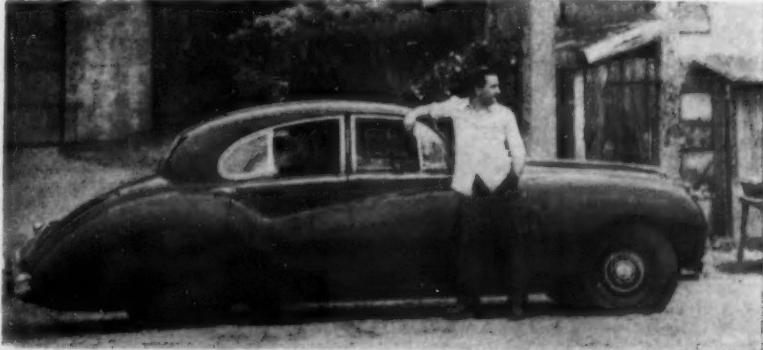
Everything clicked, and the following Thursday we returned to Biarritz to find Milady restored to health and strength with a bill for only Frs. 8,000 to greet us. We learnt that our Basque friend had even had the timing out because he was not happy with the result of his labours, but that what had, in point of view, foxed him was Milady's tappet clearances, which are, believe it or not, 0.052in and 0.054in hot. The Makers have thoughtfully provided a large brass plate on the rocker cover with this information boldly stamped thereon, but my friends forgot that our Basque could not read this.

This, of course, gave us food for thought as to the cause of Milady's downfall, bearing in mind that the rocker cover usually is the last item to be fitted after a decoke, and many post-war professional mechanics feel that maker's instructions are not meant for them. Well, there it is. We got Milady home by easy stages.

If you are contemplating a Continental holiday do not be deterred by the fact that you own an old car—provided that it was a real car once and is sound. If you don't push her beyond her powers you can have motoring far more enjoyable than any you will find on the tortuous and over-crowded roads of this Sceptred Isle.

J. FRANK.

"The Jaguar . . . to herald our late arrival"



Disconnected Jottings

Speed in the Morning

WITH the co-operation of a colleague a recent heat-wave morning was very enjoyable. I had his Aston Martin drophead coupé overnight and made an early journey with it from East Berkshire across to the Leatherhead area. There I exchanged it for one of the Le Mans M.G.s, which I then drove along to Guildford and back to London. The two cars were a very interesting comparison—the one tamed down to superb fast motoring as a result of long racing experience, the other in its downright sports-racing form.

Both were, of course, as fast as the road and the other traffic would let them be, which was around an indicated 90 m.p.h. as far as I was concerned; others have given the complete appraisal of the new M.G. on the road, but I shall be surprised if it does not prove an outstandingly popular car.

On this particular car, waves of heat (it was uninsulated) and a strong smell of Castrol R beat up from the engine and drove out the cool morning airs, and I wondered if the combination would lead to my being apprehended for being drunk in charge, the combination of heat (which I like) and that smell (which I also like) being intoxicating. Just to set the morning off I thought it was fitting that I should take the M.G. in a fast curve round past Wisley Hut, that hotel on the Ports-mouth Road that has seen so much motoring history.



Intoxicating

Safety—Not Sentiment

A LETTER published in *The Times* on July 21 complains about the advent of 25ft street lighting pylons in the county town of Dorchester. The writer asks why the Ministry of Transport insists on mounting the lanterns at this height. The answer is, of course, that this is the recommended figure for traffic routes in the Code of Practice for street lighting. You can depend upon it that much research preceded the fixing of this height, and that the safety of all road users was carefully considered. Incidentally, a 15ft stand is recommended for other roads to warn

the motorist that he is no longer on a main traffic route, and that he will need the help of head lights.

The letter bemoans that Dorchester is to have its "streets and approaches spoilt by expensive and unnecessary pylons," adding: "The present lighting seems perfectly adequate." "Seems" is the operative word here. Has the writer studied accident rates and other statistics before making this statement? Should not the safety of human beings come before sentiment? The opposition to adequate street lighting in many places throughout the country is appalling and often uninformed, and one can only assume that, in the main, it comes from non-motorists.



Flower baskets

Pump Pergola

ONE of the nicest touches that I have seen for a long time adorned the pumps of a filling station just outside Glasgow. The pumps were cream, and between them single wrought iron arches had been erected from which hung flower baskets at the centre point. The pergola effect was excellent and if my tank had not been bulging from a fill-up only a mile or two back, I would have turned round and gone in for a gallon or two—in spite of the fact that it was not one of my usual brands—in order to meet the folk who had conceived this pleasant form of decoration.

Channel Again

LATEST stricture from this Scribe about Channel crossings arises from the passage of the *Dinard* on the afternoon trip from Boulogne of July 26. About halfway across, the motoring organizations sorted out the *carnets* to everyone's satisfaction and in a very few minutes. As we neared Dover landing stage the loudspeaker hoodwinked the passengers, hundreds of them, into forming that inevitable queue at the after end of the starboard saloon. "For passports," they said, neatly forgetting to mention that the passport officials came aboard after the ship had berthed.

The miserable and rather seasick queue stood, then sat, and then stood

again after the ship had tied up. Eventually, up the gangway came Her Majesty's officials, for whom the crowd had waited. Officialdom in its glory, explaining to objectors that there were "other ships" as well. So there are, and so there may be expected to be at the height of the holiday season. And Her Majesty's Government should organize enough public servants to deal with such crowds. And Britain might also make less of a palaver about entry into her intimidating frontiers. Let someone go to France and see how they do it there.

H.M. Customs came off well in this hour's delay after docking; cars seemed to go through with dispatch. But here is a query for them. Can they say why two hundred cigarettes on a Silver City aircraft cost a pound, and the same number twenty-five shillings on a cross-Channel steamer?

Circumferential Security

SOME interesting results of a survey conducted by the Indiana State Police on the protection given by safety belts are quoted in an American journal *The Iron Age*. The police investigated 616 accident deaths and found that safety belts could have saved 268 persons, while an additional 104 might have survived had they worn seat straps. Three advantages of safety belts are listed: they would hold a person in the car if an accident occurred; they would prevent the back seat passengers from lunging forward; and if the crash was not severe, a driver would retain more control if he were held firmly to the seat. I notice that the elimination of danger from lurching through the windscreen is not mentioned; no doubt this is omitted because of the prevalence of pop-out windscreens in the United States.



Freeze up

Know-how

WE were talking exports, and how important it was to get to know local conditions. In Sweden, in the winter, the door locks of a certain car become inoperative. Why? They are the revolving type and they freeze up so that the owner is helpless until it is thawed out.

12 AUGUST 1955

The Autocar



BACKGROUND TO JAGUAR BREEDING . . .



FLORIDA

North-west of Miami's famous skyline lies Sebring—scene of the Florida 12 hour Grand Prix. This important event in the World Championship Calendar was won outright in 1955 against the strongest international competition by Mr. Briggs Cunningham's Jaguar, driven by Mike Hawthorn and P. Walters, which set up a new record for the race.

Grace . . . Space . . . Pace . . . **JAGUAR**

CASTROL WINS

SWEDISH GRAND PRIX

1ST MERCEDES-BENZ
(J. M. FANGIO)

also 2ND MERCEDES-BENZ

THE MASTERPIECE IN OILS





ALPINE CONQUEST

Daimler and the Jungfrau, Grindelwald

CAPTIVATION OF A MOTORIST IN THE SWISS ALPS

LET me be frank. The name Daimler had, for many years, meant to me some excellent things: good engineering, good engineers, fluid flywheels and a fluted radiator. Also the dignity conferred on the company by her late Majesty Queen Mary's constant use of the make. A brief experience of the earlier 2½-litre suggested that there was something extra to dignity and tradition, and the performance of Conquests in sporting events of recent years emphasized the point. But in spite of all that, this 1,471-mile tour in the Conquest Century saloon was a revelation. The Conquest Century is one of those cars that is right, absolutely right. Let me amplify the statement.

I took over the car in a busy street and had to drive it two hundred yards to an awkward car park. It was so long since I had used the Daimler transmission that I had to sit and think of the motions. London traffic was eyeing me malevolently, and if there had been a policeman there I am sure that he would have told me to move on. gingerly, I moved the finger-light lever in the quadrant to 1, gave the gear change pedal the customary push down and release, removed the hand brake and glided silently off. "Glied silently" is no cliché, as will become apparent. As I turned into the car park I could feel the pleasurable anticipation rising—I was going to like this car. All these miles later, I feel that more strongly than ever.

What is the specification for this degree of "rightness"? First, the engine: Daimlers are powered by an overhead-valve six giving 100 b.h.p. at 4,400 r.p.m. and a maximum torque of 130 lb ft at 2,500 r.p.m. It is a long-stroke unit,

the vertical sweep being 88.9 mm, against which the bore is 76.2 mm; the length of the stroke by comparison with the bore is better judged by the inch figure; bore 3in, stroke 3½in. Capacity is 2,433 c.c. and compression ratio 7.75 to 1, a high ratio conferred by the light alloy head. Fuel is fed through two S.U. carburettors and the crankshaft gets its impulses on a 1-5-3-6-2-4 firing order. Added to all this is the Daimler know-how of this type of engine, and the first illustration of it is the fact that you cannot tell when the engine has responded to the starter; it's too quiet.

All right, you may argue—if some of those hundred brake horse-powers are sacrificed to silencing, so be it. But the car must feel it with a weight of 3,024 lb. The answer to

By MICHAEL BROWN

that is that it does not seem to. The Century gets underway with a will, the power unit responding to the throttle all the way up to 4,500 r.p.m. with what I feel to be a well-planned arc of foot movement. It is, moreover, the silkiest engine that I can recall, although it is fair to admit that I have not yet driven the latest from Conduit Street. On the other hand, I do not see how the virtual perfection of the Daimler engine in this particular respect can be surpassed. I must go up to Coventry and investigate the Daimler pursuit of silence and silkiness; there must be a story there.

However, we are concerned in this article with performance rather than design. Yet a little more is needed about

design if the performance is to be fully conveyed. The Conquest has the famous fluid flywheel transmission with the epicyclic gear box, and this plays no small part in the delight of Daimler driving. It is some time since its operation was detailed in these columns: there is a two-finger type of lever working in a quadrant on the right of the steering column, the lever being positioned so that the wheel rim need not be released by the right hand. The quadrant has four positions above neutral (N): 1, 2, 3, T; and one below: R, with a stop to obviate inadvertent engagement, for this is reverse.

The actual change is effected by the depression and release of a pedal exactly like a clutch pedal. However, the release should not be gentle, but just as decisive as the depression. It is, in fact, a foot gear change, and the only judgment required is that governing engine speed.

Driver sequence, therefore, is this for a move off from rest: move quadrant lever to 1, actuate gear pedal. The car is now ready to move off but is held by the hand brake. Release the brake and away it goes, almost imperceptibly, just creeping forward without the slightest fear of a stall, or a run-back when the hand brake is released: admirable.



Summit, Furka Pass, Switzerland

Left : Hotel Jungfrau - Victoria,
Interlaken

Right : Euclidean pattern, Inter-
laken

ALPINE CONQUEST . . .



You may now preselect the next gear up. Move the lever to 2, but make the actual change at any time subsequently, for selection does not demand immediate change. And so you continue to play with this delightful transmission; and just to make things additionally easy, the Conquest has a hand throttle, enabling you to set a certain engine speed for lengthy manoeuvring in close quarters, leaving the right foot free for braking. When U.S. transmissions are being adulated, it is well to recall this long-established British transmission that is so remarkably clever while leaving the driver in absolute control of performance. If I were not still an overgrown schoolboy (and rather glad of the fact) I would fall for this system; in fact, I may well do so when my stirring days (with, for preference, a six-inch gear lever) are over.

On down the transmission line is the Hardy-Spicer shaft and a hypoid bevel final drive. These are the ratios that go with the transmission (overall): 4.56, 6.71, 10.05 and 17.47 to 1. Reverse is 23.7 to 1.

For the first few miles with this type of propulsion, the driver accustomed to the conventional box needs to think. If I were a Daimler salesman, therefore, I would be generous with my demonstration runs, allowing the prospective customer a couple of hundred miles to succumb to the ease of control. I found that the changes were subconscious after about this distance, and that, if I did think about them, I could even make them imperceptibly. There is nothing more flattering to the conceit. As to reversing, hotel and garage staff are most impressed. Here, they obviously say, is a man in complete control of his affairs. Just look! He creeps back, silently, smoothly, at less than a mile an hour. (The triumph is short-lived; the porter has spotted the radiator.)

Normal starting from rest does not call for first, this ratio being there for really steep slopes. In second the car surges forward and the change-up point seems to settle instinctively at about 20 m.p.h. Third continues up to a similarly instinctive 40, and then you are in a top that takes the car along at any speed over a wide cruising range. It is exceedingly happy when 65-70 m.p.h. are showing on a

speedometer which I judged to be quite accurate. For long stretches at 75 m.p.h. it was equally unstressed, and we saw the needle on much higher figures at times.

Having no great interest in maximum speed, I did not pursue the ultimate; my motoring interests lie in how a car does its intended job of carrying its passengers and luggage over the distances.

The Conquest Century does the job very well. At the front, the wheels are suspended by laminated torsion bars with wishbones and telescopic dampers; rear suspension is by half-elliptics. These laminated bars seem to give rather more softness and amplitude than the solid bar, but any tendency for the fact to be apparent on corners is prevented by an anti-roll bar at the front. The result is a happy one, though a driver feels slightly guilty as he hauls this luxury saloon round with a quick turn of the steering wheel and feels the car slide gently under the deliberately too-high speed. Nothing untowards happens, the car responding to correction in an orthodox way, leaving behind the temptation to do it again.

On mountain hairpins the admirable lock is appreciated. The Furka is a "tight" pass on the corners, but on no



ALPINE CONQUEST . . .

occasion was the Daimler forced unduly out from its side of the road. The only criticism I would make of the Daimler's cornering should, I suppose, be addressed to Fort Dunlop, for it was a most embarrassing squealer on dry roads. However, tyre pressures were a bit low. It is high time that the tyre manufacturers got down to the elimination of squeal at normal speeds.

The car revelled in the long climbs of the Swiss passes. Most cars should, but there are some whose gear ratios fall unhappily for the long, steady gradients. In second, the Conquest climbed easily and with a scarcely perceptible shift of the thermometer needle. Power loss with height was not evident, but the car was, in any case, lightly laden, and was touring, not a-rallying. Besides which, the driver likes to admire the scenery.

In the narrow Alpine towns there could be no easier mount. A Daimler will trundle when other engines have begun to gulp; it will turn a prop-shaft steadily when other cars want a slipped clutch, and for anyone to whom engagement of first gear in motion has terrors, a fluid flywheel is the answer. Change into first on the Daimler is just the same as changing into any other lower ratio. All that is needed is the appropriate speed-up of the engine.

Much of the pleasure of this close-quarter technique comes from the driving position. The driver's half of the optional bench seat can be adjusted to fit snugly round his shoulders at just about the right distance from the pedals. The telescopic steering wheel can then be brought into the family harmony, for its angle is right and its feel admirable. There is no suggestion in this position of control by a liveried James awaiting instructions (though James would enjoy driving the Conquest) but of a keen motorist getting down to the business of fast, silent, comfortable travel from here to there.

The riding comfort has the quality that derives from a high sprung to unsprung weight ratio. The Conquest retains the traditional frame of long side members and a cruciform centre, and the bodywork is also traditional, woodwork in the shape of honey-coloured oak surrounding the driver, in company with fine leather and thick carpets. This is heavy construction, and the owner who likes the feeling of luxury must be prepared for the fact.

But weight is certainly not all drawback; minor indentations in road surfaces are ironed out completely, and major ones are felt only if the wave that they form in the road is of the right frequency to excite a sympathetic rise and fall of the chassis. When that happens one must slow down, and it is, perhaps, more likely with a car having a high ratio between sprung and unsprung masses than with the opposite, owing to pendulum effect. There were certain road wave frequencies on the French and Swiss roads which caught the Conquest, but not many.

In the Wet

The rain—and it rained during most of the trip—seemed to have very little effect on performance. It was a little easier to make the car slide in the wet, although the brakes—hydromechanical—seemed to take hold just as well and without locking the wheels; they really worked on the Conquest, biting so hard at times that grab was suspected. The wipers wiped the very deep screen effectively and the car was watertight. With four ventilating flaps it was possible to ventilate adequately without the heating system, though the driver having got wet outside the car one day, the heater was given a trial for laundry purposes and effectively produced a Turkish bath temperature in an ambient temperature around the seventies.

Most of the fittings are calculated to please. As one who likes driving for its own sake, I appreciated the array of instruments—a full one including a rev counter, though the oil pressure indicator is only a warning lamp. Ash trays are big, sensible, and mounted on the doors; there are arm rests all round, a lockable locker on the left and an open miniature on the driver's side. Lighting is effective, responding to a foot dip-switch, and a rheostat controls the



Frontier, Les Verrières-de-Joux

panel brightness. The interior light is central in a cloth roof lining and is independently switched from the door pillars.

Under the bonnet the dipstick is admirable and the long, well-finished engine a joy to behold. No joy, however, comes from my contemplation of a lockable filler cap, for I hate the fussy things. The luggage locker is big, though one must get under the upward-opening lid for good stowage.

I like the appearance except for one absurd disappointment, and that is because nothing of the fine grille is visible from the driving seat. I do not know where Daimlers will go next in terms of appearance, but they certainly need not lose their characteristic grille, even if they eventually produce an orifice like that of the Le Mans M.G. As a matter of fact, London County Council ambulances for years have demonstrated a smart modern adaptation of the flutes on their straight-eight vehicles.

Petrol consumption? About 22 m.p.g. over the 1,471-mile journey. Oil consumption was about six pints. Remember also that in the buying price of £1,661 you are provided with automatic chassis lubrication worked on thermostatic principles. Under "Every Thousand Miles" in the instruction book is a solitary entry: "Lubricate the propeller-shaft." There are three nipples involved, and you start real maintenance work only after each 3,000 miles have passed.

What a nice car it is, to be sure. Just right for the sporting owner-driver, who would enjoy looking after it like a mountaineer does his ice-axe. The Alpine Conquest of the title involves no Matterhorns, but it does suggest what happened to a driver whose ideas of Daimlers were running in too-traditional grooves.

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The rewards of experience

He's motored nearly a million miles. He's sat behind many wheels in many weathers, travelled many roads on many tyres. He *knows* motoring. That's why he chooses Dunlop. For his own car he demands the unparalleled safety, strength and long life of Dunlop Fort — first with and now without the tube.

For his wife's car, naturally, it's Dunlop White Sidewall.

For anyone who seeks the benefit of his experience the recommendation is the same — Dunlop.



DUNLOP

makes the tyre you want

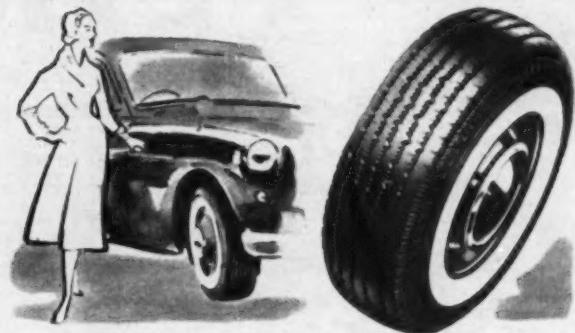
Family Chauffeur

For Bill, 5 days' work and 2 days as family chauffeur adds up to 7 days' hard motoring. This exacting driver expects the maximum of dependability, safety and economy. That's why his tyres are Dunlop—tubeless, too.



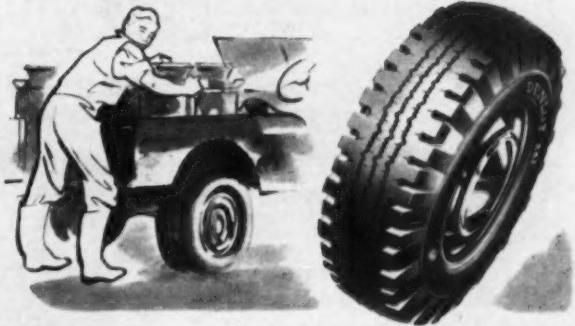
Setting the Style

From well-groomed head to well-shod feet she's elegance itself. The same pride is reflected in her car—set off superbly by the Dunlop White Sidewall tyres. They offer new distinction and smartness, traditional dependability and safety.



Taking the rough and the smooth

As often as not, both his business and his pleasure take him off the beaten track. He leads a tough life—and so do his tyres. For grip and mileage on and off the road, he relies on RK3—the Dunlop tyre that takes the rough with the smooth.



Putting his foot down

His is a really fast car. And, given a clear road, he has the ability to use the power at his disposal safely and well. For speeds like this—100 m.p.h. or more—complete confidence in his tyres is essential. He puts his foot down—and insists on Dunlop Road Speed.



MOTORISTS are entitled to know the plain facts about **PETROL**

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The highest-octane (anti-knock) crude comes from Trinidad, British West Indies.

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This gives them both an immense NATURAL ADVANTAGE in smooth-running efficiency and exhilarating acceleration.

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REGENT PACKS PUNCH!



ACCESSORIES

Number Plate Box

AN addition to the available embellishments for 1954-55 Ford Consuls and Zephyrs has been made by the Pyrene Co., Ltd., Great West Road, Brentford, Middlesex. It is a chromium plated frame for the front number plate—either the standard plate or a special one—and it costs £2 9s. Supply is through Ford dealers.

The frame is steel, chromium-plated over nickel coating, and has a good appearance. It projects a little, and it would seem advisable to use it only on bumpers which have over-riders.

Gap Gauge

A NEAT little plug gap gauge at 2s has been introduced by Lodge Plugs, Ltd., Rugby. There are four feelers—0.015in, 0.018in, 0.022in, 0.025in and 0.030in. A fifth blade is not a feeler, but a useful slotted tool for bending-in electrodes delicately.

It was felt that the tool might, with advantage, include a blade or blades for contact breaker gaps.

Against Car Theft

GIVEN time and peace, an expert thief can enter any safe, or solve any trick mechanism, but barking dogs and blowing horns terminate his efforts. In the new Pendax car device, by one setting, switching on by the ignition key sets off the horn; the ignition is also put out of action. In the alternative setting of the secret switch, a sensitive and adjustable pendulum device comes into action, and sounds the horn if the car is disturbed. This is valuable with open cars, for removal of a suitcase, or even a large parcel, without touching the car will make the pendulum actuate the horn. The horn ceases to sound when interference with the car ceases.

To take care of camber and sloping roads, the pendulum is double. There is an outer one which adapts itself to the angle of the car; and a more sensitive inner one, which works the alarm if the car is disturbed. The latter lies between contacts adjustable by thumbscrews, so is easily set to a suitable degree of sensitivity.

A visible key switch is a standard alternative to the secret switch. Sets are

available for all models. When inspecting an installation it was thought that fitting, with the aid of the instructions, would not be difficult. The device seemed well made, in the mechanical and electrical aspects; it had its own fuses. The price is £6 18s, and the makers are F. W. Phillips and Co., 49, Marlins Park Avenue, Chislehurst, Kent.

Wind Shelter

THE modern car with its roomy luggage locker enables the motorist to carry more equipment for his personal comfort. On picnics and holidays, chairs and some form of table are often appreciated; in addition, some form of protection from a too persistent wind is welcomed.

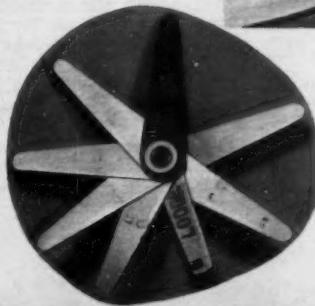
Light-weight folding chairs and a small



table that occupy little room in the luggage boot are being made by Qualitec, Ltd., Hillbottom Road, Sands, High Wycombe, Buckinghamshire. The chairs have a steel framework, and a heat and moisture proof top is fitted to the table. The price of the chair is £1 3s 4d, and the table costs £1 6s 1d.

The Sunspot folding screen, which is

The sketch shows the double pendulum of the Pendox anti-theft device. A main (or outer) one compensates for the angle of the car. An inner one swinging with it, is more sensitive, and records the small movements of the car when it is interfered with by a thief. Right: A number-plate box for the Ford Consul and Zephyr. Below: A Lodge plug gap gauge. Bottom: Qualitec picnic furniture



made of strong striped canvas and has four stove-enamelled tubular posts, costs £2 17s and has been introduced by the Kleerun Trap Co., Ltd., Lane End, High Wycombe, Bucks.

Door Damage

DOOR edges are easily chipped if carelessly opened in the garage, and they are damaging to other cars in parking places. An unobtrusive protector seems a good idea.

The new Unida Doorguards are of black rubber, and approximately oval shape, each measuring 1½in by 1in and ¼in thick. A metal "L" with a set screw is moulded into the back of the guard so that it may be firmly attached to the edge of a door without drilling. The "L" provides for door edges up to a thickness of ¼in.

Costing 3s 9d a pair, the Doorguards are made by Unida Products, Ltd., 22, Uxbridge Road, London, W.S.

Anti-freeze

A NEW anti-freeze compound, Thylene, is being marketed by the National Benzole Co., Ltd., Wellington House, Buckingham Gate, London, S.W.1, at a price of £2 17s 6d a gallon.





A CAR FOR A

B.M.W.-based Beauty for Fast

If you were motoring about a hundred miles south of Vienna your family saloon might well be overtaken by the streamlined flier illustrated on these pages. At the wheel would be a woman—Countess Joanna Palfy, who is responsible for the car's creation, and who lives, in her own words, "only a few miles from the Hungarian border with its Iron Curtain of barbed wire and live mines and sinister sentries patrolling even that to prevent anyone from creeping through, without getting blown up, to Austria and freedom."

Countess Palfy is a fast-motoring enthusiast with a gift for projecting her personality into the racy correspondence which I have enjoyed for a long period, and her car, too, is expressive in this way. She is also intensely feminine, as is revealed by her inscription to the photograph in which she is shown standing by the car: "Fashion note," she writes. "I am not wearing a tattered skirt but one of stag leather, cut like Tyrolean leather shorts," and there is a delightful little sketch showing a stitched-on knife sheath half-way down the right seam and how the apparently uneven hem of the photograph is, in fact, a decorative tab laced into the foot of the seam.

In the late autumn of 1953 it was not possible for Austrians to buy sports cars owing to currency regulations. Countess Palfy, therefore, decided to dismantle her Type 328 B.M.W. and build a completely new and modernized B.M.W. ("I am not using the word 'rebuild' on purpose," she insists.) Collaborating in the venture was Herr F. Künstler, a name with a great deal of significance in fast motoring. Herr Künstler was the unidentified "K" in "Talking of Sports Cars," No. 330, published in *The Autocar* of December 1, 1950, and that article told how he extracted a timed 101 m.p.h. from a PA Midget that had survived the Russian occupation of Vienna by having some of its bits buried and the rest doctored to look like junk and thrown on a scrapheap. Having read the article, Countess Palfy unerringly ran Franz Künstler to earth and he has tuned her cars ever since.

The task of building B15.121 took one year and a half, and although the owner writes feelingly of the difficulties, I have an idea that the job was just as much fun as she anticipated. They started with certain advantages: a new B.M.W. engine with the latest modifications to the cylinder head by Schleicher of Munich, and enough spares in whole

units for two chassis; the building of the chassis was, to Herr Künstler, "child's play."

One of the units was a chrome-nickel Veritas front suspension with bigger and better dampers—"handed over to me by Herr Schleicher with an enormous sigh of regret at having to part with it."

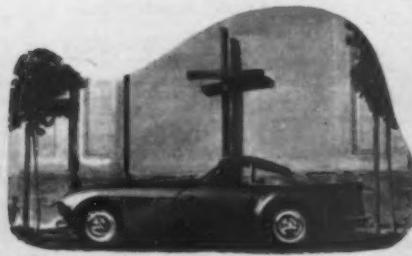
There were modifications to the tubular frame and to the rear suspension. Tubular extensions were fabricated, running forward to stiffen the shark's snout of the body and carry the combination of embryo bumper and over-rider which the Countess calls a "knuckle-duster." The engine was lowered a further three inches into the chassis and the bulkhead reduced accordingly to accommodate the low bonnet line; new side members were evolved to carry the one-piece body. This can be lifted off the chassis after the removal of only six nuts and bolts.

The engine is, of course, the celebrated German six-cylinder that has made such a name for itself in its country of origin and over here in its derivatives. Its bore and stroke are 66 and 96 mm, and the resultant capacity is 1,971 c.c. The unusual feature of the design is the operation of the overhead valves in the hemispherical head by vertical and diagonal push-rods from a single side camshaft.

The example used in Countess Palfy's car has three PBIC 32 Solex carburettors fitted with the compensating tube devised by Signor Abarth of Italy, the designer of the sports cars that bear his name, and gives 100 b.h.p. at about 5,000 r.p.m. Top speed exceeds 100 m.p.h.

Troubles started, says the owner, when it proved impossible to find a coachbuilder in all Vienna who would tackle the job of building the all-steel body. This body is her conception, and was inspired not solely by the lines of well-known Italian sports cars but perhaps even more by those of certain English ones. The styling of the tail fins, which have a considerable inward curvature at the top, is peculiarly graceful, and the reason may lie in their inspiration, for the owner conceived them by watching a goldfish turning lazily in its bowl, a fact that tends to confirm the supposition that true beauty can never surpass that found in nature, nature being the sole source of man's inspiration.

Anyway, Vienna having proved unrewarding in the fine art of panel-beating, the body also had to be built in Herr Künstler's workshop, the panel-beating being done by a local genius after the Countess had shaped the car's lines for



Right: An exciting front, stirring curiosity by its anonymity. "I cannot consider a car really good-looking... unless its head lamps are of English make."



COUNTESS

Motoring in Austria

him in wire. Another difficulty proved to be the sharply raked and considerably curved screen and rear window, the contours of which, in toughened glass, proved almost too much for Austrian resources. Eventually, after twelve front and eight rear misfits, the right shapes were evolved.

The result satisfied the owner, as well it might, and attracts admirers wherever it goes. As she says, it has great beauty without showiness. Some of the touches are particularly clever: the way the pull-out door handles continue the line of the chromium flash from the front wings and the unerring aim of the rear bumper spearpoint for the bottom doorline. Consciously or unconsciously, Countess Palfy appreciates the value of what is known in commercial art as "ranging." The frontal appearance is satisfying, the neat squaring of the grille being just sufficiently broken up.

The colour is metalescent steel grey, upholstery, interior trim and instrument panel being in carnation red Connolly hide. The instruments are Smiths and the steering wheel is Bluemel telescopic. Head lamps, all lighting fixtures, sports coil and auxiliary petrol pump are by Lucas. "I may be biased," writes the owner, "but I cannot consider a car really good-looking in every detail unless its leather, steering wheel, instruments and head lamps are of English make." This is the type of sentiment which it is worth every effort by British business to perpetuate.

Signor Abarth, on a visit to Vienna, must have set the seal on its owner's satisfaction, for he was full of praise for its lines, which happen to be really aerodynamic although the Countess confesses frankly that she designed them solely with an eye for beauty. If it looks right it is right, in fact. Her comment is typical: "I know no more about true streamlining than the next intelligent enthusiast—which is just nothing."

How does this elegant special go? Its owner, for whose fast motoring tastes and abilities I can vouch, is well satisfied. "A joy to handle," she writes, "and thanks to the Künstler modifications the rear springing now irons out the worst potholed and corrugated roads like a tailor's iron going over a crumpled handkerchief."

The weight is 2,291 lb with 11½ Imperial gallons in the tank, and I have no doubt that this near-ton projectile and its owner are a celebrated sight on the roads of the Burgenland, so near to that grim frontier. But only if your glance is quick enough, maybe!

THE SCRIBE.



The owner confesses to inspiration from certain English sports cars, and this view suggests that the Bristol 404 exerted its influence

The tail fins, inspired by the lazy movement of a goldfish in its bowl, have a sober elegance nicely set off by a saucy upswing

"Shark's snout" is the owner's blunt description of the shapey nose of her special. Note the smart wheel discs, repeating the tread pattern of the Continental tyres, also the three-lug hub caps



NEW CARS DESCRIBED



Externally as before, but . . .

POWER STEERING FOR '56 SAPPHIRES

FIRST off the mark with details of their 1956 models are Armstrong Siddeley, who announce three optional fittings for the Sapphire. Otherwise, the present range remains substantially unchanged, available in standard saloon form or as a de luxe limousine with six-seven seating capacity. As hitherto, each of these can be supplied with automatic transmission, preselective gear box with centrifugal clutch, or normal four-speed synchromesh box, as desired.

Power-assisted steering is available for the first time on a British production car and, furthermore, unlike the American systems, it is adjustable with a control to switch it off at will. Adjustable ride control is fitted to the rear suspension dampers, so that the soft boulevard type of ride is available for low speeds, with a much stiffer setting for high-speed work over rougher roads. Electrically operated

windows with individual switches are fitted to each door. These features can also be fitted to any existing Sapphire if the owner so desires.

Steering assistance is provided by the Girling system, which uses hydraulic pressure in a double-acting cylinder connected to the steering drop arm, and anchored at its reaction point to a bracket on the frame. The application of hydraulic assistance is governed by the initial pressure from the steering arm acting against a centralized valve spool, which requires only the slightest movement to disturb the balance of pressures operating on both sides of the piston in the actuating cylinder. There is no feeling of sponginess or wind-up and there is a more sensitive feeling of control with the assistance in operation.

From the centre of the actuator unit casing, equal-length track rods connect to

*Optional Fittings**on the Latest**Armstrong Siddeleys*

the steering arms on each stub axle. This layout thus dispenses with the chassis-mounted slave steering lever used for the direct linkage system.

Hydraulic pressure is supplied from a Hobourn-Eaton pump mounted on a bracket, to which the dynamo is also fixed, on the left-hand side of the engine cylinder block. The pump is belt-driven from the crankshaft, which carries a double groove pulley. The rear portion is the normal triangulated drive to dynamo and water pump; the front groove connects with a single belt to the pulley on the front of the hydraulic pump. Adjustment of this belt is achieved by slackening three fixing screws and moving the pump horizontally in elongated slots.

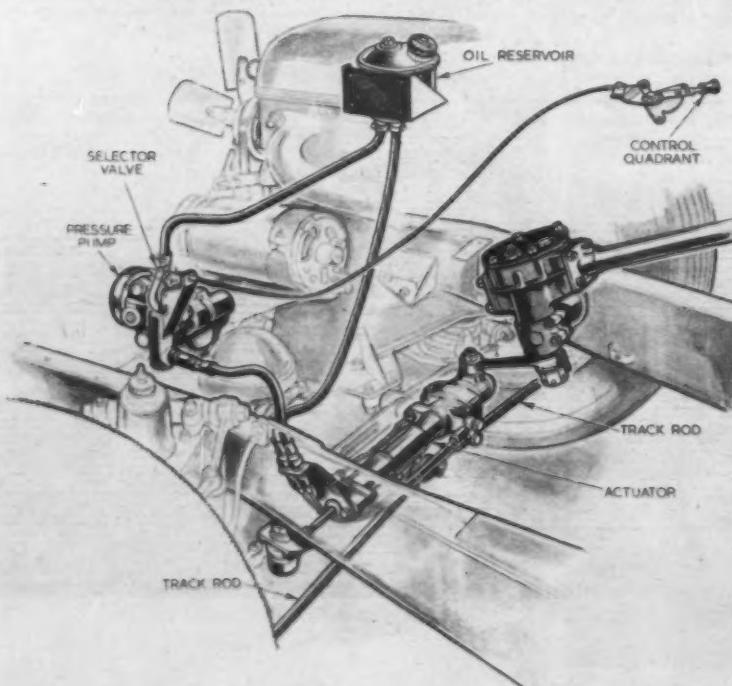
S.A.E.10W oil is used for the system, and a reservoir for it is mounted on the engine side of the wing valance. A low-pressure, flexible hose connects from this tank to the inlet side of the pump, and a similar one runs from the return side of the actuator. In this return circuit is located a filter which has a light relief valve, incorporated in the unlikely event of it becoming choked. Being on the return side, there is no possibility of cavitation due to partial blocking, which would have resulted in fluctuation of pressure had it been placed on the inlet side with consequent variation of steering effort.

The maximum operating pressure is 600 lb per sq in, controlled by a relief valve built into the delivery pump. This pressure can occur only when a front wheel is hard up against an obstacle. With the engine running, the normal light operating pressure is 25 lb per sq in, and with the car in motion under average steering operations, a pressure of approximately 100 lb per sq in is recorded.

Turning the wheels from lock to lock with the car stationary produces a pressure of approximately 300 lb per sq in. Under these conditions on a tarmac road, the effort at the steering wheel is only 6 lb/ft. Without power assistance this figure becomes 28 lb/ft, which is a very noticeable reduction in effort under the difficult parking conditions existing today. Similarly, when driving under general road conditions at speeds between 30 and 40 m.p.h., the effort with power assistance is 2½ to 3 lb/ft, and without it the figure increases to 11 lb/ft.

Should any vital part of the power system fail, or in the unlikely event of the pump drive belt breaking, the direct steering system remains. With today's knowledge of hydraulics and checking of

The hydraulic actuator is attached direct to the steering drop arm, and anchored at its reaction point to a bracket on the frame. Equal length track rods connect to each steering arm. A dash-mounted quadrant control operates the selector valve by cable.



belt adjustment from time to time, such an eventuality must certainly be remote.

Mounted on the pump is a two-way selector valve which either directs the oil to the actuator or bypasses it to the inlet side of the circuit. There is a light over-centre spring, but sufficient friction is available in the cable and conduit control so that it can be placed in a mid position, thereby achieving partial hydraulic assistance. This cable connects to a quadrant control on the instrument panel.

Adjustable Ride

Developed specifically for the Sapphire by the Universal Damper Company, of Shirley, Birmingham, adjustable ride control is available on the rear telescopic dampers. External connections are taken through the main cylinder on each side of the piston in its static position. In the case of the Sapphire these by-pass holes are spaced to give 4 in of controlled movement.

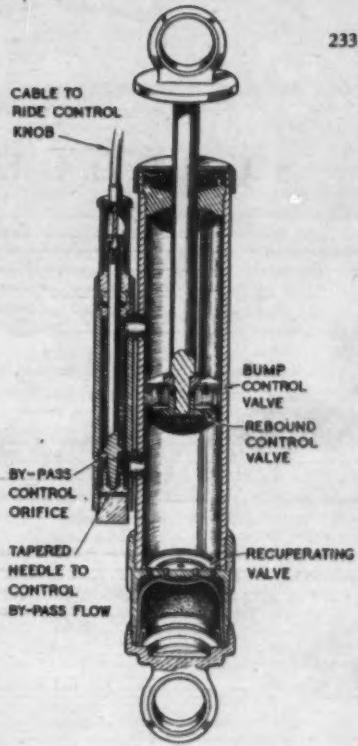
A control valve in the form of a tapered needle, operated by a spring-loaded cable and seating in a plain hole, is mounted in an auxiliary housing welded to the main casing. By this means, depending on the position of the tapered needle and its form, a proportion of the oil can be bypassed from the disc valves in the piston which

control the resistance against bump and rebound. In the event of a severe bump, the piston travels beyond the by-pass connections and the full quantity of oil is forced to pass through the disc valves, thereby increasing the resistance to its maximum value.

The position of the needle valve is governed by a cable and conduit, connected to a control knob mounted on the instrument panel on the right-hand side of the steering wheel. This fine adjustment allows selection in any position between hard and soft, to suit the driver's requirements.

Powered Windows

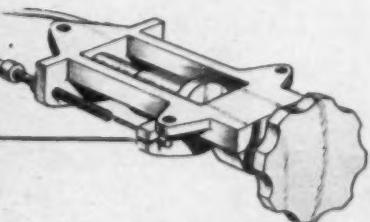
Operation of the door windows is by means of individual electric motors housed behind the trimming on each door. The equipment is manufactured by the Piper Electrical Co., Ltd., London. There are two press buttons for each window, one for raising and the other for lowering to any desired position. For the two rear passengers and the driver they are located on the door, but the controls for the front passenger door window are mounted on the instrument panel just above the windscreen washer control. Location in this position enables the driver to operate them without leaning over to the pas-



Above : Variable ride control on the rear suspension dampers is achieved by a selective valve which is attached to the side of the main cylinder, and bypasses a portion of the oil from the piston control valves. This bypass is varied by a knob (below) mounted on the lower edge of the facia. Electrical operation of door windows is by push buttons. For rear passengers and driver they are mounted on the doors; the front passenger side window buttons are under the driver's control on the edge of the facia



Power assistance for the steering can be selected at will. A quadrant control on the dash allows the driver to determine the degree of assistance required



ger's door when travelling solo. The cost of these optional fittings is as stated below. The lower charge when fitting to existing cars, which includes installation costs, is because the items carry no purchase tax as such, but where fitted to a new car they carry a proportion of the total purchase tax charged on the complete car.

Power-assisted Steering

£53 9s 6d, plus £22 5s 8d purchase tax, fitted to a new car before delivery. Fitted to existing Sapphire the total cost is £65.

Adjustable Ride Control

£23, plus £9 11s 8d purchase tax, fitted to a new car before delivery. Fitted to existing Sapphire, the total cost is £26 5s.

Electrically Operated Windows

£84 6s 8d, plus £35 2s 11d purchase tax, fitted to a new car before delivery. Fitted to existing Sapphire, the total cost is £88 10s.

SUFFOLK



Escape to Quietude

by M. A. MILLAR

In a County of Peaceful By-ways



Typical of the peace and beauty of the Suffolk villages is Easton, near Framlingham.

Yachts lie at anchor on the tidal river Deben at Woodbridge

WHERE can one go for a quiet and peaceful motoring holiday and yet be within easy reach of London? Take a map of England and Wales and note the areas, especially those adjacent to the coast, which, during the summer months, are not heavily laden with holiday traffic, and I think you will find that except for some small regions in Wales, the search is hopeless. The exception is Suffolk, a county known to only a few, and possessing no "attractions" that could be glamorized in the tourist bureau way.

If you are a motorist (perhaps of long standing) and sometimes pine for some really quiet roads and by-lanes in which to potter, and where you can motor all day long without meeting those oppressive dual carriage-ways, roundabouts and cyclical traffic lights, then this eastern county seems to be one piece of country left as a retreat de luxe for relaxation.



What can one instance as attractions of Suffolk for the touring motorist? Almost nothing, if one thinks only in terms of modern seaside resorts, cathedral towns, glorious views from eminences and all the rest. Felixstowe is the nearest approach to anything on popular lines, while other much smaller seaside places, Aldeburgh and Southwold, increase their motoring population only at weekends.

There are miles of sands for bathing but the high pebble beaches and dykes keep cars away from the sea, with the result that there are practically no great congregations of vehicles parked on the sea-front such as one sees at Eastbourne, Brighton and other more popular resorts. Ipswich and Bury St. Edmunds are crowded towns, and possibly are the only places to avoid unless shopping is imperative.

The charm of Suffolk lies in its almost wholly agricultural character and in the fact that the county is not intersected by roads carrying industrial traffic, which in many other parts of England is slowly wrecking the peace and quiet of the countryside. The great area of farmland, dotted with homesteads, hamlets, villages, and little churches, has a loveliness and a serenity which, to me, are a never-ending pleasure, so much so that the mere intrusion of my own car on the scene seemed almost a crime.

It is a type of countryside in which the horse and cart seem to be still the only rightful form of transport, and should the weather be good during a visit—and the east is

drier than the west—the great skies add an enchantment to the pastoral scene.

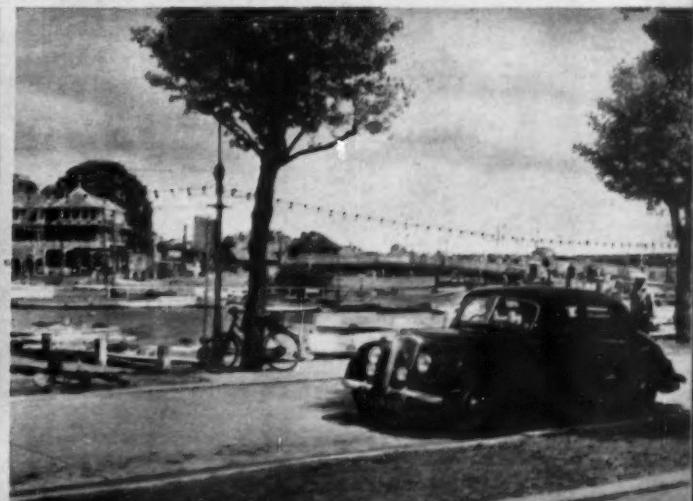
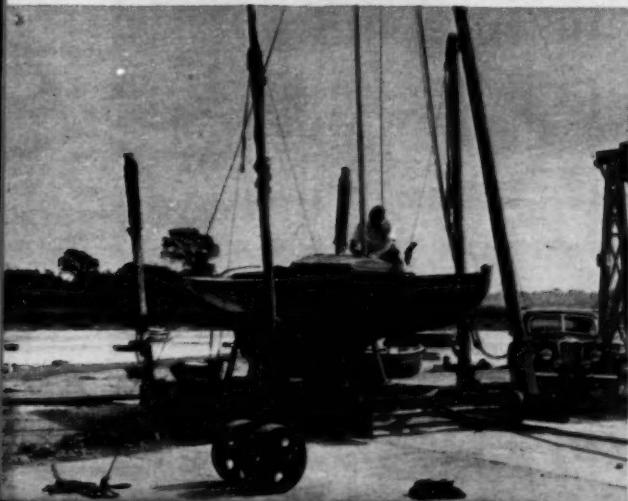
Within easy reach of countryside and the sea coast, two centres offer themselves, Woodbridge and Framlingham, the former being by-passed by the main road from Ipswich to Lowestoft, while the latter lies farther inland, although still within reasonable distance of the coast. Both are quite small towns, and each has a good hotel. Woodbridge attracts yachting people, as it has anchorages, yards and small wharves at the head of the tidal river Deben; Framlingham is completely old-world in character with its ancient church, public school and castle, and is so off the beaten track that it ministers mainly to farmers, local people, and parents of schoolboys, and to the occasional visitor to the castle.

Oulton, the nearest of the broads, can be reached easily, and if you like the atmosphere and business of fishing ports, both Lowestoft and Great Yarmouth in Norfolk are not too far away. On the opposite side of Suffolk, on the Norfolk border, lie the pine forests around Thetford and Brandon, fragrant with the well-known aroma and worth a visit. The timber extends for miles and is a tribute to planned afforestation. Three miles northward of Thetford on A134, a turning to the left leads to a gated track to Santon and Brandon, and a delightfully peaceful forest area is to be found on this by-route.

The roads and lanes in Suffolk, although well surfaced,

Below left: Craftsman at work in a boat builder's yard at Woodbridge. He is stepping the mast in a new yacht

Below right: A busier holiday scene near Lowestoft, close to the Norfolk border, where Oulton Broad is the nearest of the popular yachting resorts to the quiet Suffolk countryside



ESCAPE TO QUIETUDE . . .

abound in dips and sudden turns, and if you are a stranger to the county, recourse has often to be made to a map if one's direction is not to be lost. Perhaps we have one reason here why the area is not popular with those motorists who dislike navigation, and want to get to places quickly.

Holiday boats lie at their moorings at Oulton Broad



Timber from the nearby forest is stacked in a woodyard near Brandon



Only one car was seen in an hour on this second class road leading from Brandon to Bury St. Edmunds—an area rich in pinewoods and broken



The Volkswagen Phenomenon

ONE MILLION IN TEN YEARS : MINOR IMPROVEMENTS IN NEW MODELS

THE millionth Volkswagen left the assembly lines of the gigantic Wolfsburg factory, near Hanover, Germany, on Friday of last week. This culminates a ten-year achievement, for production was restarted only in 1945, and such an output is without parallel elsewhere in Europe. As the second million cars go into production—the rate is now over 1,000 a day—minor improvements are incorporated. By reducing the depth of seat back, more room has been gained for the rear passengers, as well as a little more width; front seats have a two-way adjustment, the seat rising as it is moved forwards, and the seat backs have three angles of rake. Door locks are improved, and luggage space under the bonnet is larger. The flat-four rear engine has a new silencer mounted farther from the ground. Finally—a clever sales touch—there are now twin exhaust pipes, chromium plated.

This policy of minor improvements to a basically sound design (and no one can doubt the soundness of the design after its extraordinary success all over the world) is consistent with the plan previously followed by Volkswagenwerk G.m.b.h. "We shall retain our car in its present form for a very long time to come," said Prof. Dr.-Ing. E.H. Heinz Nordhoff, general director. "Even our two-millionth car will look the same outwardly as the present one."

How long it will take to reach two million may be hazarded from this table of production and export and from the fact that the Wolfsburg factory has recently been greatly enlarged; moreover, a new factory is being built in Hanover (in 190 days!) to take over the complete production of the Transporter, so widely known in its Microbus form:

	Cars	Export
1945	713	—
1946	9,878	—
1947	8,973	56
1948	19,244	4,464
1949	46,154	7,128
1950	90,038	29,387
1951	105,712	35,742
1952	136,013	46,884
1953	179,740	68,757
1954	242,673	108,922

The Volkswagen undertaking now employs 30,000 people and the town of Wolfsburg—a raw, slick architectural experiment that must rely on the factory for its character—exists by virtue of this Porsche-designed people's car. The people of Germany are benefiting in the year of achievement by price reductions ranging from 150 dm on the standard model to over 500 dm on the convertible. There will, however, be no reductions outside Germany.

Dr. Nordhoff's reward was the highest civil honour in the German Republic, that of the red-ribboned grand cross, conferred on him in the factory as the vast crowd of workers and visitors pressed round the gold-finished millionth car, making its débüt under TV arc lights and to the babble of tongues from all over the world. Visitors had been arriving by air and coach for a weekend of festivity on a scale never before seen at



Dr.-Ing. Heinz Nordhoff, the general director of the Volkswagen firm

a European automobile undertaking. The stadium built for the national display which took place on Saturday—large enough for a cup final—was full to capacity; 165,000 people were invited to VW.

Everything about the VW set-up is a little larger than life. Its proximity to the Russian Zone frontier (about six miles), the scale of tooling in the factory, the adulation of the general director and the absence of shareholders are the normal of a slightly abnormal world. Press guests housed at Hanover, sixty miles away, regarded it as normal that they should be transported night and morning at over 50 m.p.h. along the *autobahn* to Wolfsburg in a fleet of over thirty pink and black Microbuses—a kind of festal commuting—attended by motorcycle police who kept other traffic clear of this far from micro-convoy.

The experience lent point to the general director's remarks about German roads, which are worth quoting verbatim, and with the reminder that the British motorist escapes to such countries as Germany in order that his car shall stretch its legs, as it were. In an address of quite unusual calibre, Dr. Nordhoff said this:

"The greatest worry of all, and one which I will therefore deal with in greater detail is caused by the daily widening gap between the standard of our highways and of that demanded by the ever-increasing traffic. Unless this problem, which has been totally neglected since 1939, is quickly and vigorously dealt with, it will inevitably adversely affect our economic life."

"I see this problem not so much as it affects me, namely in connection with the selling of motor cars—although one day it could have an adverse effect in this respect—but from the overall viewpoint of the German economy. Therefore I will not express my own views, but describe the situation as it would be seen by any industrialist who is concerned about his country's economic progress. It is only the responsible Government departments concerned who apparently do not see this."

"With the exception of about 1,400 miles of *autobahn*, our 160,000 miles of town and country roads originate, at the best, from the late Middle Ages. . . . So it is that the standard of nearly all roads has lagged far behind that which is the minimum necessary to meet the growing demands of motor traffic. . . .

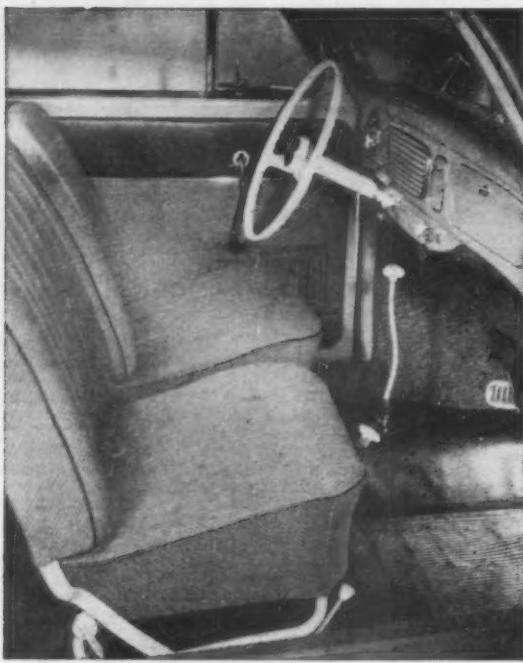
"All in all, it is a shockingly neglected state of affairs."

What manner of man is this controller of Europe's largest car factory? Genial, friendly, and so disarming as to take away any fear of leader-principle that may arise in the observer's mind from the attitude of his employees. Nordhoff is the born leader of men who takes his followers along with him; the term "fellow-worker" does not ring so hollowly from such a man as from more remote "leaders," and it is one he uses frequently. He was born in Hildesheim in 1899 and began his career as an aero engine designer with B.M.W. Ultimately he became managing director of Opel-Werke, Brandenburg, in 1942, but the dismantlement of this plant after the war put an end to his Opel career and he was appointed president of VW in 1948.

He gives full credit for his success to those who have gone before and those who



Nothing fundamental has been changed in the latest Volkswagen, but there are minor improvements



are still with him, and the old German tradition which he so proudly voices, "Viel leisten—wenig hervorheben, mehr sein als scheinen" (work hard, don't boast about it; be more than you appear to be), plainly in applicable to himself. He is very much the philosopher, too, as is witnessed by his discussion of shorter working hours:

"I would also like to remind you, although it may, perhaps, not be very popular, that one also finds a happiness

1,000,000

Volkswagen

By reducing the width of the seat backs, the interior space of the Volkswagen has been improved. The seat back rest is adjustable for three positions of rake by the simple mechanism shown in the diagram. At the fore and aft position is adjusted (by the normal means) the seat rises with the forward movement*



in work, which is much more satisfying than idleness. It is not without good reason that the cycle of six working days and one Sunday has been in existence for thousands of years. No doubt, a Saturday off would for many be a nice gift, but for many others a curse. Most people live anyway to escape from themselves. For them another weekday without work would only increase the emptiness and the disconsolation caused by the idling away of spare time."

The success of Volkswagen is measured, as always, in figures. For the owner they are the claimed 60,000 miles without need of major overhaul; 100,000 miles without a reboore is common for this car. For other manufacturers there are export statistics: this year VW will send 35,000 cars to the United States, 28,000 to Sweden, 18,000 to Belgium, 14,000 to Holland, 12,000 to Switzerland and 10,000 to Austria. Firm sales contracts exist for the next six months.

It is sometimes claimed that VW success is the result of a cult, but this element, although it exists, can be only minor in a production that totals a million. The virtues of the design are easily apparent to a world that is for ever increasing its technical appreciation of means of transport. With its unstressed engine (36 b.h.p. at 3,700 r.p.m.) and low weight (1,600 lb) it is economical in fuel and wear; it has all-round independent suspension by torsion bar and a rear air-cooled engine ("The VW needs no garage," says the firm proudly). It is "over-square" (77 by 64mm) and has a capacity of 1,192 c.c. The body is streamlined and forward road visibility exceptional. Above all, service facilities are almost unrivalled over a large area of the world.

Volkswagens are available as saloons (standard and de luxe) and as a convertible by Karmann. In addition, Karmann has collaborated with Ghia Torino in the styling of a coupé (illustrated page 162, 29 July), now added to the range.

Course and Class Records Fall at Great Aycliffe

IN dry weather, not hot enough to soften tar, class and course records tumbled at Great Aycliffe hill-climb on August 6. In his Cooper 1,100, A. E. Marsh had only one run, which impaired the gear box. The fast, banked climbing bend after the downhill start was not perfectly taken—it looked slightly overdone for a moment. But it was tremendously fast, and broke the course record held by Lewis-Evans. Inspired imperfection!

Morning practice had been very fierce, and eliminated the too-venturesome. (W. A. Liddell broke his blown Buckler, but in the event was more successful with another mount. There were many other mishaps.) The actual event was naturally steadier. Everyone had found his frontier.

Liddell, who was very steady and taking a nice line on the curves and swerves of the narrow quarter-mile hill, broke the class record in the small sports car class with a Buckler DD1, in competition with a large field, all smartly handled. G. A. Naylor (Lagonda Rapier) made surprising time, and was one of the few to use any slide. More Bucklers and Lotus versions appeared in the 1½- to 2-litre class, and again the record fell. Just before the first swerve, J. Patten's Porsche enlivened the proceedings with a broken and wide-open throttle and a locked-wheels crash stop. One hero used the steep concrete wall,

which is faired into the banked road, as extra banking—and got away with it.

In the next class, the Triumph TR2s vied with the A.C. Aces. The latter were remarkably handy, and took first two places, a tribute to perfect balance. There was admiration for the way R. Cooper took that excellent, long battleship of a 2½-litre Riley up the lane in a fast timing.

The course is hardly right for the big sports machines, but excellent work was seen as G. Parker's two-supercharger Jaguara disputed with J. L. E. Ogier's Jaguar. Sliding his massive old Invicta saloon, J. A. Shutler cleverly joined the best time-makers.

After a lively entrée by the 500s, with a record for H. C. Taylor, the racing classes went on to provide Marsh's course record. Nobody was near him in a thin class, with Liddell and Henderson non-starters. And there were only three starters in the penultimate class for the 1,101-2,000 c.c. racing cars, in which D. R. Good's blown E.R.A. Special demonstrated crisp tune and a well-judged line round the corners.

The racing classes closed an excellent day's sport with a real scrap in the big class. In this, P. J. Stubberfield demonstrated that the old twin-tyred, blown Bugatti is just as formidable at Aycliffe as it is at Prescott. What acceleration,

what adhesion—and what an awful noise! Ogier's Jaguar challenged fiercely. Oak trees, girt with straw bales, border the upper bends, and one of these was well clouted in a shower of earth and straw. Parker's blown Jaguara made only one run, beating Stubberfield then; but on its second run, the Bugatti showed that its first attempt had been mere practice.

It was an invitation event. The Hants and Berks M.C. had opened it to the B.A.R.C., Brighton and Hove M.C., Midland A.C., B.R.S.C.C., London M.C., Sunbac and Vintage S.C.C.

Results

Sports cars, up to 1,300 c.c.: 1. Buckler DD 1.097 c.c. (W. A. Liddell), 23.4sec; 2. Buckler 1.072 c.c. (G. Tapp), 24.06sec; 3. Lotus (P. Ashdown), 24.1sec; 4. (s) Lotus 1.491 c.c. (I. Smith), 25.1sec; 5. Lotus 1.491 c.c. (G. Greenhalgh), 24.0sec; 6. (s) A. E. Marsh), 24.0sec; 7. Riley 1.72 c.c. (s) (A. E. Marsh), 24.0sec; 8. (s) 1.391-3.000 c.c. and 1.390-1.899 c.c. (s); 1. A.C. Ace 1.991 c.c. (R. D. Jennings), 23.96sec; 2. A.C. Ace (A. M. Park), 24.2sec; 3. Triumph TR2 (G. T. Greenhalgh), 24.02sec; 4. (s) 1.691 c.c. (s) (J. L. E. Ogier), 23.26sec; 5. Jaguar 5.442 c.c. (s) (G. Parker), 23.68sec; 6. Jaguar 5.442 c.c. (s) (G. Parker), 23.68sec; 7. H.W.M. 5.420 c.c. (G. E. Pinkerton), 24.77sec.

Racing cars, up to 500 c.c.: 1. Cooper (H. C. Taylor), 22.24sec; 2. G.M. (G. Mayes), 22.4sec; 3. B.S. (K. G. Gregory), 22.97sec; 4. (s) 1.100 c.c. (A. E. Marsh), 20.94sec; 2. Cooper-J.A.P. 1.089 c.c. (A. F. Rivers-Fletcher), 21.87sec; 3. Buckler DD 1.097 c.c. (W. A. Liddell), 23.03sec; 4. (s) 1.090-1.099 c.c. (s); 1. E.R.A. 1.500 c.c. (D. R. Good), 23.90sec; 2. (s) (G. Greenhalgh), 23.91 sec. (s); 3. (s) (W. A. Taylor), 24.37sec; 4. (s) 1.991 c.c. (P. J. Stubberfield), 24.53sec. Over 2,001 c.c.: 1. Bugatti 2.661 c.c. (s) (P. J. Stubberfield), 22.83sec; 2. Jaguara 5.442 c.c. (s) (G. Parker), 23.90sec; 3. Emerson (B. Henry), 24.0sec.

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2ND ALFA-ROMEO — J. BONNIER *

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Start of the production sports and touring car event. Gunnar Carlsson (Ferrari) leads Curt Lincoln (Jaguar) and Karl Kling and Erik Lundgren (300 SL Mercedes-Benz)

last man, but worked his way up to finish seventh. Another Aston Martin driven by Peter Collins could not start because of mechanical troubles which developed during practice. Roy Salvadori was lapped by the Mercedes drivers on the 12th lap, while Michael Head was lapped for the first time on the 13th lap. By the middle of the race the two leading cars had an advantage over their closest rival of more than a minute.

The Kristianstad track is rather narrow, so that overtaking is very difficult around much of the circuit, and the position achieved in the start is of great importance. The course is considered to be in good shape and the organizers are hoping

THE MIXTURE AS BEFORE

Comfortable Mercedes Win in Swedish Grand Prix

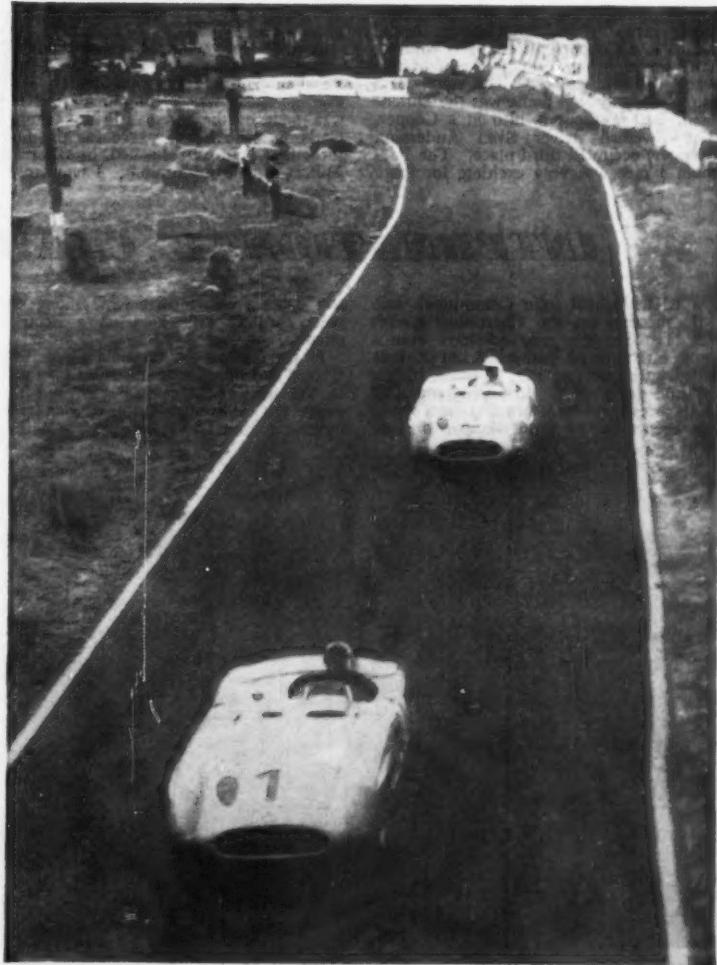
LAST Sunday's Swedish Grand Prix—the first for cars to be staged since the war—turned out to be an all-Mercedes affair. Their drivers Fangio and Moss took the lead right from the start and lapped all their rivals apart from Eugenio Castellotti (Ferrari) and Jean Behra (Maserati 300S). The meeting, staged by the Royal Swedish Automobile Club at the Kristianstad course in southern Sweden, was, in fact, rather dull because of the great superiority of the two Mercedes aces.

Stirling Moss, the fastest driver when practising on Friday and Saturday, was placed first when the cars were lined up for the Le Mans type start. Behind him was team mate Juan Fangio. Moss got a very fine start indeed and led the field for the first lap. Then he was overtaken by Fangio, who stayed in front until the race was flagged off. The distance between the two Mercedes drivers was never more than a hundred yards. That they were not pressed is shown by the fact that they had no need to improve on their practice times.

In spite of the roads being dry and weather conditions very favourable, the race was run at lower speed than had been achieved during the practice. The average speed for the Mercedes drivers was 99 m.p.h. with a fastest lap of 104.4 m.p.h. The fastest driver outside the Mercedes stable managed 97 m.p.h.

Ferrari works driver Castellotti, after a poor start, managed to climb to third place. Driving the extremely fast 4.4-litre Ferrari, he tried to keep pace with the leaders, but they increased their lead every lap and with no challenge to the leading pair, hopes of an exciting race vanished.

British cars did not have a very bright day. Michael Head in a privately owned D-type Jaguar, was the best British driver on a British car, finishing fifth, two laps behind the winner. Roy Salvadori, in a David Brown-entered Aston Martin, was



The old order changeth not. Fangio leads Moss, in the Swedish sports car Grand Prix



The 500s thunder away from the starting line; André Loens, number 1 and the ultimate winner, is already in the lead

THE MIXTURE AS BEFORE . . .

for their event to be granted World Championship status; the organization could, of course, be improved when the organizers gain more experience.

Before the sports car race, an event for Formula 3 cars was won comparatively easily by the well-known André Loens in a Cooper-Norton. His winning time for eight laps round the four-mile track was 23min 58sec which equals 81.3 m.p.h. Second man home was the Dutchman, Will Tervooren, also in a Cooper. The Swedish driver Sven Andersson (Cooper) occupied third place. The Formula 3 race was very exciting, for there

were numerous changes in the lead. On the first two laps the Dutchman Hutchinson and the British driver Ken Tyrrell were leading very convincingly. However, they dropped out, and Hutchinson was injured in a crash and taken to hospital.

A race for standard series-produced sports cars was won by Richard von Frankenberg in a Porsche Spyder. His average speed was 88 m.p.h. Fastest lap was made by the Swedish driver Gunnar Carlsson, who led the race for the first three laps before he crashed, in a Ferrari Monza at nearly 92 m.p.h. Favourite in

this class had been Belgian driver Paul Frère until he crashed and damaged his Ferrari in practice. A race for tourist cars, which ran with the standard sports cars, saw the German ace Karl Kling win with Swede Erik Lundgren—also in a Mercedes-Benz 300 SL—as a sensational runner-up. Lundgren made the fastest lap at 91.3 m.p.h.

G.P. RESULTS (32 laps of 4.06-mile circuit)

1. Mercedes-Benz (J. M. Fangio), 1hr 18min 15.7 sec; 189.2 m.p.h.
2. Mercedes-Benz (S. Moss), 1hr 18min 14sec.
3. Ferrari (E. Castellotti), 1hr 19min 5.20sec.
4. Maserati (J. Behra), 1hr 20min 42.1sec.; 5. Maserati (G. Musy), 1 lap behind; 6. Jaguar (M. Head); 2; 7. Aston Martin (R. Salvadori), 2.

INTERNATIONAL CHARTERHALL

THE Winfield Joint Committee's race meeting on the Charterhall circuit last Saturday may not have been a truly international gathering but it provided an interesting and, at times, highly exciting day's sport. In a programme of eight races there were two first-class sports car events and a twenty-lapper for the

500 c.c. merchants that was among the most thrilling ever seen on a Scottish circuit.

In the final of the Formula 1 race Bob Gerard had things very much his own way in the Stirling Moss Maserati, but the event was enlivened by a sterling performance from the veteran Louis Rosier.

In a Maserati as blue as the summer sky above the circuit he worked his way from eighth place in the first lap to third in the fifteenth and, in doing so, caused Gerard to motor a little harder than he might have done, so that a new lap record was set up, to be shared equally by both the French and British drivers.

The day opened gently with a half-litre race in which the imperturbable Don Parker brooked no opposition from start to finish; a threat from Cliff Allison petered out in the fifth lap when the Cooper broke a chain. A. J. F. Ferguson (Cooper) tried hard, but the familiar red Kieft sang happily on its way to win by three clear seconds.

Then came the event for sports cars up to 2,700 c.c. in which it was thought that Jimmy Gibbon's re-vamped Rover or Michael Anthony's Lotus might be a match for Archie Scott-Brown's Lister-Bristol. Not a bit of it. The Lister-Bristol may not be jet-propelled but it gave a remarkably good imitation of being so, with Scott-Brown at the wheel. While Tom Kyffin (Cooper-Bristol) went sampling the cabbages at Lodge Corner and while the Gibbon Rover disappeared with an undiagnosable malady, the Lister-Bristol showed its tail to the Lotus in a very clear victory.

In the absence of Scott-Brown from



Reg Parnell goes marker-clipping in the works DB3S Aston Martin on his way to win the International John Brown Trophy Race

the first heat of the Formula 1 race (with what appeared to be a spot of plug trouble) Michael Anthony's Lotus won. In the other heat Bob Gerard drove a very steady race in the Moss Maserati to win from Horace Gould, also in a Maserati. These heats were interrupted by a 15-lapper for sports cars up to 1,500 c.c., in which Stuart Lewis Evans, driving a Ford-engined Elva and S. M. Lowe, in a Coventry-Climax-engined vehicle of the same make, duelled merrily while Les Leston, in Peter Bell's Connaught, went on to win the event.

The unlimited sports car race was notable for a series of gyrations at Lodge Corner. Ted Evans (Austin-Healey) spun twice, Rosemary Vickers (C-Type Jaguar) looked more than somewhat puzzled as her car went cabbage gathering, and Ninian Sanderson (D-Type Jaguar) gave Louis Rosier (Ferrari) a monumental bump in the stern—all within the first half dozen laps. Desmond Titterington (D-Type Jaguar) stayed well clear of the

melee in a winning drive and, as ever, Archie Scott-Brown handled his mount in highly stylish fashion.

A terrific triangular struggle in the 20 lap half-litre race involved Don Parker (Kieft), Keith Hall (Cooper) and A. J. F. Ferguson (Cooper). It went on for fifteen laps and on each occasion it was a different car which went over the finish line in the lead. There was very genuine sympathy for Don Parker who had the bad luck to have a drive chain break in the eighteenth lap just after he had led the trio for two laps in succession.

The day's sport ended with the 20-lap final of the Formula One race in which Bob Gerard (Maserati) had things pretty much his own way. But Louis Rosier (Maserati) earned salutations for a very fine drive, and there was also a great, race-long duel between L. Marr (Connaught) and J. Brabham (Cooper Bristol) which, with Rosier's gradual ascent to third place, kept the crowd's interest going until the fall of the checkered flag.

RESULTS (lap distance 2 miles)

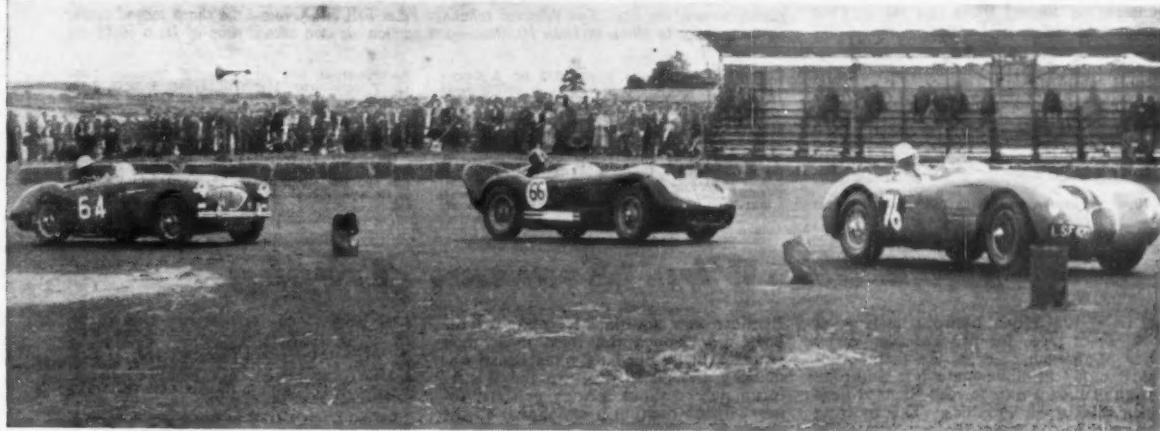
Sports cars: Up to 1,500 c.c. (15 laps): 1. Connaught 1.500 (L. Leston); 23min 51.2sec; 75.45 m.p.h.; 2. Lotus-Connaught 1.500 (J. B. Naylor); 5. Elmwood 1.097 (S. M. Lowe); 3. Up to 1.500 c.c. Lister-Bristol 1.971 (W. A. Scott-Brown); 22min 51sec; 78.77 m.p.h.; 4. Lotus 1.971 (M. Anthony); 3. Lister-Bristol 1.971 (N. Cunningham Reid). **Unlimited** (20 laps): 1. Jaguar 3.442 (J. D. Titterington); 29min 48sec; 64.4sec; 81.52 m.p.h.; 2. Ferrari 3.000 (L. Rosier); 3. Lister-Bristol 1.971 (W. A. Scott-Brown).

International Event for John Brown Trophy (5 laps): 1. Aston Martin DBSS (R. Parnell); 2. D-type Jaguar (D. Titterington); 3. Lister-Bristol (A. Scott-Brown).

Racing cars: Formula 3 (10 laps): 1. Kieft (D. Parker); 15min 38.8sec; 76.69 m.p.h.; 2. Cooper (A. J. F. Ferguson); 3. Cooper (J. E. Hall). **Formula 3 (20 laps):** 1. Cooper (J. E. Hall); 51min 2.4sec; 77.6 m.p.h.; 2. Cooper (A. J. F. Ferguson); 3. Cooper (P. Robinson).

Formula 1: Heat 1 (16 laps): 1. Lotus (M. Anthony); 23min 4.2sec; 80.02 m.p.h.; 2. Cooper-Bristol (A. J. F. Ferguson); 3. Cooper-Bristol (F. Gerard). **Heat 2 (16 laps):** 1. Maserati (F. R. Gerard); 21min 26.4sec; 83.96 m.p.h.; 2. Maserati (H. Gould); 3. Connaught (L. Marr). **Final (20 laps):** 1. Maserati (F. R. Gerard); 28min 49sec; 83.29 m.p.h.; 2. Maserati (H. Gould); 3. Maserati (L. Rosier).

Fastest lap (record): (tie), Maserati (F. R. Gerard) and Maserati (L. Rosier), 1min 23.8sec, 85.92 m.p.h.



Trio round Tofts. W. T. Smith's C-type Jaguar leads N. Cunningham Reid's Lister-Bristol and W. I. Morrison's Austin-Healey at Charterhall

HILL CLIMBING—Irish Style

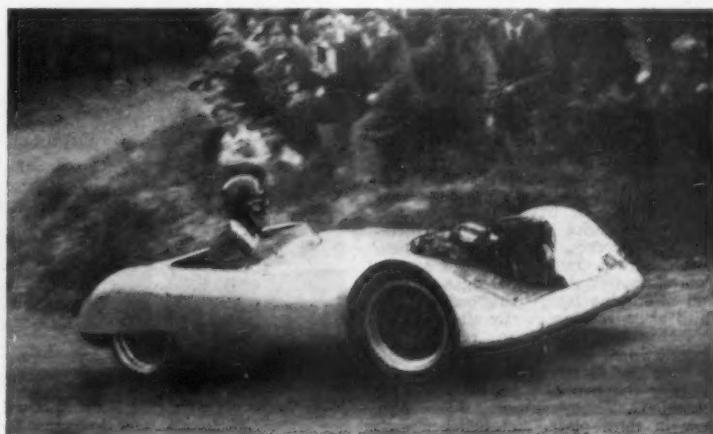
KEN WHARTON, driving the 1,996 E.R.A. achieved fastest time of the day at the Craigantlet Hill Climb, Northern Ireland, on Saturday, and thus set himself more firmly on the way to retaining the British Hill Climb Championship. He failed by only one-fifth of a second to equal his own record of the previous year. Conditions were almost ideal for the event, with bright sunshine and little sign of soft tar on the surface.

Wharton had brought over two cars—his own Cooper and Peter Bell's 2-litre E.R.A. In practice just before the event he was slightly faster in the Cooper, but there were indications of some mechanical trouble developing, and he decided to use the E.R.A. On his first climb he returned 1min 12.20sec, and next time he went up in 1min 10.38sec. The record stands at 1min 10.11sec.

Only real challenger to Wharton was Rex McCandless, of Belfast, of spring-frame motor cycle fame, who turned out with his 500 c.c. McCandless, which he designed himself and which he has raced

with success at Kirkistown airfield. This motor-cycle-engined car, with handlebars instead of steering wheel, on its first run went up in 1min 13.89sec, and later in 1min 13.59sec. It handled very well on the bends.

Chris Lindsay, who has had few successes in the past two seasons, came back into the picture when he turned out in a 1,097 Cooper, sharing the driving with Leslie Innis. The car was purchased only a few days before the event and arrived



R. McCandless takes Craigantlet's first corner in his 500 c.c. McCandless, on his way to make second fastest time of the day (1min 13.55sec)—an outstanding performance

HILL-CLIMBING—Irish Style . . . continued

on Friday. It had been raced at Le Mans by Wadsworth, and still carried the road-racing axle ratios, which are unsuitable for hill climbing. Notwithstanding this handicap, Lindsay took two trophies. His best time was 1min 18.6sec.

In the closed-car class a lively duel took place between W. T. Todd, of Lisburn, in a Ford, and E. T. McMillen of Craigavon, in a Standard Ten which had been entered by John Johnstone, now recovering from an accident. Todd won the scratch class by one-fifth of a second, but McMillen's effort brought him the open handicap award.

R. I. E. Wilson (Ford Special), Belfast, overturned at one of the bends, but was uninjured. A. Jamison, an official of the 500 Motor Racing Club, attracted notice with his driving of a 1,097 Cooper entered by former trials and racing man Hector Graham, of Bangor.

RESULTS

Fastest time of the day: E.R.A. 1,996 (K. Wharton), 1 min 10.38 sec.

Closed production cars up to 859 c.c.: 1. Renault 750 (J. R. Martin), 1 min 46.91 sec; 2. Austin 800 (G. H. Hunt), 1 min 48.35 sec; 3. Austin 800 (J. C. Titterington), 1 min 49.26 sec; 4. to 1,060: 1. Ford 1,150 (W. T. Todd), 1 min 57.4 sec; 2. Standard 948 (E. T. McMillen), 1 min 57.64 sec; 3. Jowett Javelin 1,488 (J. R. Martin), 1 min 49.17 sec. Over 1,099: A.C. 1,991 (C. S. Porter), 1 min 28.75 sec.

Open production cars up to 1,388 c.c.: 1. Cooper



Fastest time of the day. Ken Wharton takes the Peter Bell E.R.A. round the sharp second corner at Craigantlet to climb in 1min 10.38sec—just outside his own record time of 1min 10.11 sec

1,097 (C. F. C. Lindsay), 1 min 18.61 sec; 2. Cooper 1,097 (L. Innes), 1 min 24.50 sec; 3. Dallow 1,172 (H. Moore), 1 min 35.66 sec. **Over 1,388:** 1. Triumph 1,991 (E. T. McMillen), 1 min 24.51 sec; 2. Austin-Healey 2,660 (E. D. Maguire), 1 min 25.59 sec; 3. Triumph 1,991 (I. Titterington), 1 min 25.75 sec.

All cars, either than racing and supercharged, up to 1,388 c.c.: 1. Cooper 1,097 (C. F. C. Lindsay), 1 min 18.61 sec; 2. Kieft 1,097 (J. L. M. Metke), 1 min 25.87 sec; 3. Cooper 1,097 (L. Innes), 1 min 24.50 sec. **Over 1,388:** 1. Nutor 1,343 (D. W.

Archibald), 1 min 20.61 sec; 2. Triumph 1,991 (E. T. McMillen), 1 min 24.51 sec; 3. M.G. 1,991 (R. M. D. MacGregor), 1 min 25.52 sec.

All cars, unlimited: 1. E.R.A. 1,996 (K. Wharton), 1 min 10.38 sec; 2. McCandless 500 (R. McCandless), 1 min 15.59 sec; 3. Cooper 1,097 (A. Jamison), 1 min 15.61 sec.

Handicap: Standard 948 (E. T. McMillen). H-cap 37 sec, net time 1 min 0.64 sec; 2. McCandless 500 (R. McCandless), 12 sec, 1 min 1.59 sec; 3. Renault 753 (J. R. Martin), 43 sec, 1 min 3.91 sec.

Maserati Wins Seaman Trophy

SANDWICHED between a host of short races for pre-war cars, many of them handicaps, the main event of the day at Silverstone last Saturday was the 160km race for the Richard Seaman Memorial Trophy. The meeting was run by the active Vintage Sports Car Club.

After four handicap races and one scratch race, all over five laps of the 1.608-mile club circuit, a most interesting selection of cars lined up for the main event. It was open to vintage and historic racing cars, and had a trophy to be won by the fastest car, another awarded on a handicap basis, and one for the fastest vintage car.

D. Poore's 1935 supercharged 3,800 c.c. Alfa Romeo was the hot favourite, this massive but tremendously powerful car having scored victories in 1951, '52 and '53. Other fast cars included G. W. Mott's blown 2.9-litre Maserati, driven by H. C. Spero, C. K. W. Schellenberg's 8-litre Bentley, a number of E.R.A.s and Bugattis, two Amilcars, H. F. M. Scott's 1924 8-litre Hispano-Suiza, and so on.

At the start Poore took the lead, which he held for nine of the 39 laps. In the early stages it seemed that he was going to chalk up a fourth victory, for the second and third cars, J. W. Broad's E.R.A. and the Spero Maserati, were not very close challengers, having to be content with a wonderful scrap between themselves. However, after five laps Spero passed Broad and began to close on Poore. Poore's Alfa then began to slow and after nine laps it dropped back to third place, retiring shortly afterwards.

Tremendously exciting racing continued, Spero having to do all he could to keep the Maserati in front of Broad. Steadily the two cars pulled well away from J. G. Vessey's blown 2.9-litre Alfa, now in third place, and Schellenberg's

Bentley, now fourth. Keeping up the pace they lapped the third man, their struggle finally finishing when Broad was unlucky enough to overturn the E.R.A., fortunately without serious personal injury. From then on it was Spero all the way. The Vintage trophy went to the beautifully prepared Bentley of G. G. McDonald and the handicap section was won by J. C. Tozer's similarly fine Amilcar.

The day was rounded off with more handicaps, a ten-lap all-comers' scratch race and an entertaining team relay.

RESULTS

Handicap races (8 laps): 1: 1. Aston-Martin 1,970 (Hon. G. E. Mulholland); 2. Riley 1,496 (F. R. Welford); 3: 1. Frazer-Nash 1,496 (P. J. Nunn); 59.12 m.p.h.; 2. Hispano-Suiza 8,000 (H. F. M. Scott); 3. Bugatti 1,496 (R. R. Kellier); 3: 1. Lagonda 4,459 (Hon. C. E. Mulholland); 66.20 m.p.h.; 2. Riley 1,496 (E. R. Welford); 3. Invicta

4,467 (Lord Ebury). 4: 1. Bugatti 1,496 (R. R. Kellier), 56.20 m.p.h.; 2. Hispano-Suiza 8,000 (H. F. M. Scott); 3. Frazer-Nash 1,496 (P. J. Nunn); 5 (chain-driven) Frazer-Nash 1,496 (P. J. Nunn), 60.39 m.p.h.; 2. 4,496 (R. E. Brown); 3. 1,496 (R. W. Ashley); 6: 1. Bentley 4,398 (J. A. Walker), 68.11 m.p.h.; 2. Humber 3,200 (K. Neve); 3. Vauxhall 3,996 (A. Brooke).

Scratch races (1 vintage sports car, 5 laps): 1. Bentley 4,376 (G. G. McDonald), 69.71 m.p.h.; 2. Bentley 4,376 (G. G. McDonald); 3. Frazer-Nash 1,496 (P. J. Nunn). **Team winners:** Up to 1,100 c.c.: Riley 1,087 (P. J. E. Binns); 1,101-3,000 c.c.: Frazer-Nash 1,496 (B. E. Brown); 3 (10 laps): 1. E.R.A. 1,488 (n) (T. T. Carson), 74.03 m.p.h.; 2. Bentley 4,398 (C. K. W. Schellenberg); 3. Vauxhall 2,900 (s) (J. G. Crumpton).

Richard Seaman Memorial Trophy: 1. Maserati 2,900 (s) (H. C. Spero), 68.15 m.p.h.; 2. Alfa Romeo 2,900 (s) (J. G. Vessey); 3. E.R.A. 1,488 (n) (T. T. Carson). **Best vintage:** Bentley 4,376 (G. G. McDonald). **On handicap:** 1. Broad 1,496 (s) (J. C. Tozer); 2. Bentley 4,376 (G. G. McDonald); 3. Bugatti 1,496 (s) (A. F. Elmiston). **Team Relay:** 1. Team D: Riley 1,087 (P. J. E. Binns), Vauxhall 4,300 (H. Cox); Bugatti 1,496 (A. Brooke); Riley 52.16 m.p.h.; 2. Team B: Broad 1,057 (W. L. T. Winder), Humber 1,057 (T. Goodman), Humber 965 (W. L. T. Winder); 3. Team G: Frazer-Nash 1,496 (J. V. Skirrow), Frazer-Nash 1,495 (M. S. Geoghegan), Frazer-Nash 1,496 (M. Vaughan).



T. T. Carson drove his 1937 blown 1½-litre E.R.A. with skill to achieve third place in the 100-kilometre race for the Richard Seaman Memorial Trophies at Silverstone

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*WHAT IS BRAKE FADE?

Known to racing men for years, "Fade" is a form of sudden loss of efficiency in brakes after a period of overwork. Your safety, like the racing driver's, lies in Ferodo Anti-Fade Linings—and in giving your garage man a chance to keep a check on your brakes for you.



INCONGRUOUS here is not so much the stage coach as the car, for the road—between Loughborough and Melton Mowbray—is as well suited to hoof horse power as to brake horse power. A similar coach is making a long tour in the Roads Campaign Council's drive to enlist public support for its better roads campaign

Correspondence

Pennantry

A New Menace, says a Reader. Much time and space in the National Press has been devoted recently to road safety; I wonder if the motoring authorities are aware of the new menace that is now appearing on our roads in ever-increasing numbers—the Pennant Collectors. They plaster the windscreens and rear window of their cars with pennants denoting the localities they have visited, thus reducing the visibility both fore and aft—a habit that is most discouraging to the motor manufacturer, who is for ever trying to enlarge the motorists' field of vision.

Pennant collecting is a form of exhibitionism, not unlike the Continental traveller who permits his personal luggage to become covered with the romantic name places that he has been fortunate enough to be able to afford to visit. The elegantly adorned suitcase merely confuses the porter, but the gaily decorated windscreen is a danger indeed.

C. P. HAMILTON-ADAMS.
Birmingham.

Crashes Abroad

"Nothing but Praise for Efficiency." I hope that Mr. J. C. Harrison's experiences (July 22) after his unfortunate accident will not deter other motorists from going abroad, because I can give a very different picture. Last year my wife and I were involved in a most serious accident in France; we were both

Opinions expressed on these pages are those of our correspondents, with which The Autocar does not necessarily agree. Letters intended for publication should be addressed to the Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1.

taken to hospital where my wife was detained for a month, and the car was very nearly a write-off. After three or four days I wrote to my insurance company in London and, at the same time, sent off the car papers together with a letter to the Royal Automobile Club Post Officer at Boulogne, asking him to arrange the return of the car under the R.A.C. Continental Breakdown service. The car arrived back in Folkestone several days before we returned to England, and was taken to a garage in Folkestone. I have nothing but praise for the efficiency of the system.

Stanmore, Middlesex.

A. R. SPOONER.

Silverstone v. Aintree

Southern Circuit Preferred. The objections voiced earlier this year regarding transfer of the British Grand Prix from Silverstone to Aintree appear to have been fully justified. Competitors may or may not prefer the Aintree circuit, but to spectators Silverstone is infinitely superior. Vision at Aintree is greatly restricted by infield buildings, and even the view of Tatts Corner from the main stands does not compare with that obtainable from the south stand at Silverstone.

The Aintree stands offer little protection from the elements, and during Saturday, July 16, there could have been very few seat-holders who were exempt from acute discomfort, aggra-

Correspondence

vated by the rigid restrictions placed upon movement around the circuit and by the industrial outlook which Aintree presents.

Neither of these conditions applies at Silverstone, set as it is in country surroundings and allowing freedom to all parts. Whilst Aintree accommodates equal crowds, it does so in congested batches, and great portions of the circuit are inaccessible to spectators.

Grumblings and grousing were to be heard wherever we went at Aintree, and it is to be hoped that a return to the pleasant freedom and a less restricted view of Silverstone will be made for this important event.

JOHN H. R. HAY.

Kidderminster, Worcestershire.

"O, to be in England"

The Trip from Boulogne to Dover. Returning to England on July 26 after a business trip to France and Switzerland, I travelled in the s.s. *Dinard* from Boulogne to Dover and experienced a vivid example of our "new aristocracy." The ferry berthed at Dover at approximately 6.20 p.m. At 6.10 p.m. passengers were requested to assemble for inspection of passports prior to disembarkation. Inspection actually commenced at 6.40 p.m. after a delay of some 15 to 20 minutes whilst the ship's officer searched the docks for the passport inspection officers to come aboard.

To say the least of this incident, the officers concerned were failing in their duty—they must have known when the ship entered the harbour and I cannot accept the suggestion that the particular time of the year was responsible for the delay. If there is a shortage of inspection staff at Dover, arrangements should be made to draft personnel there immediately.

To crown the day, I arrived at an hotel at St. Albans at 10.15 p.m., having made the necessary reservation over two months previously, to find that the management had in fact entered my booking under the wrong date and no rooms were available. Is it any wonder that foreign tourists stay away from this country? And we thought that the end of the war would bring us "freedom."

Chapel-en-le-Frith, Derbyshire.

H. E. G. HARVEY.

[It seems that The Scribe and our correspondent were in the same boat! See page 224.—ED.]

Petrol Economy

Over 25 m.p.g. with a Daimler. On a two-day business trip to the North of England, embracing Sandbach, Manchester, Bolton and Oldham, a considerable amount of traffic and congested road conditions were encountered. I filled the tank of my Daimler Conquest Century saloon before starting the trip, put in 10 gallons at Manchester—and on my return to Bristol the tank over-flowed at 10½ gallons. The speedometer trip meter registered 521.3 miles. The consumption worked out at a fraction over 25 m.p.g.

Bristol.

C. E. H. SAUNDERS.

Functional Beauty

Out of Step with Current Design. One can not help feeling sorry for such people as your correspondent J. W. Bull, of South Australia (July 15)—their world is slowly crumbling about their ears and they are blind in the midst of so much beauty.

Their complaint can be diagnosed as an inability to realize that beauty in a car is closely related to function. Thus, with the advent of aerodynamic influence on sports cars, one found that the old conception of beauty no longer applied and that quite a considerable mental effort was required to appreciate the seemingly strange shapes that were emerging.

Of all people connected with coachwork design, the Italian specialists coachbuilders were the quickest to adopt, and the most successful in refining, these new shapes and applying them to production chassis. Most of the cars J. W. Bull mentions were good looking before the war, most of them fell sickeningly between the two schools of thought after the war and it is only in their latest standard production models that Rolls-Royce, Bentley and Armstrong Siddeley have achieved satisfactory styles.

When one keeps pictures of cars over the years, as I used to do until recently, one can amuse oneself by tracing the "lineage" of current styles. For instance, the Sunbeam Alpine tourer to the 1939 Adler saloon that covered 2,000 miles on the autobahn in 20 hours, the Bristol 403 saloon to a touring body on the

same chassis, the M.G. Magnette (and Wolseley 4/44) to a Bertone TD, and the D-type Jaguar to Alfa-Romeo's Flying Saucer. Perhaps readers can supply other examples?

Warrington, Lancashire.

D. J. MCALPINE.

Disabled Driver

50,000 Miles by Lanchester. A disabled driver myself, with many years' experience of cars fitted with hand controls, I should like to endorse the opinion of your correspondent Ian S. H. Dennis regarding the Daimler transmission.

My own 1947 Lanchester 10 h.p. car has now a mileage of over 50,000 and the all hand controls as fitted by the Lanchester works have proved to be excellent in operation and have required only one small adjustment to the hand throttle, excluding the normal brake adjustments.

I look forward to the day when the popular lower priced cars are fitted with fluid-flywheels or automatic transmissions. Possibly the Rover type of gas turbine car will be the ideal car for the driver with leg disabilities.

Birmingham.

HERBERT CHANCE.

Wing Mirrors

A Help in Manoeuvring. The Scribe has recently given his views about wing mirrors, and some correspondence has followed in your columns. What, in my view, is the chief asset of these mirrors has not been mentioned, however. This is their ability to tell the driver the exact position of his rear mudguards in relation to other vehicles or obstructions when manoeuvring in car parks or other confined spaces. I have always had them fitted to cars which I have owned during the last 20 years or so, and feel quite lost without them if I drive somebody else's car.

They are invaluable for turning round in awkward places, where reversing into a gateway may, for instance, be called for (as I found when driving my 3-litre Alvis off the beaten track in Scotland this summer). They are also of great help when parking close to the side of a road. I think that far less damage would be done to other cars in car parks, if more people used them. No *inside* mirror, whether "panoramic" or not, can give this information.

G. KINGDON.

Winchester, Hampshire.

Litter Bugs

He Takes His Bin With Him. With reference to Mrs. Holt's complaint in your issue of July 8, she and other tidy-minded road users may be interested in a litter bin which was the very first gadget I made and fitted to my new car two years ago. It has proved large enough to cope with sweet and ice cream wrappings and the like for a day's outing for four people. It consists of a long, cylindrical biscuit tin of the type in which Bath Oliver biscuits are retailed, which stands vertically in a slightly larger diameter tin of about one third of its height. This latter tin is bolted to the floor of the car, and to one door pillar. A piece of felt at the bottom prevents rattle. The lid of the biscuit tin is fitted with a plastic handle. Both tins are painted a suitable grey to match the car interior, and they in no way interfere with anything.

A far simpler but less elegant alternative is the ordinary brown-paper bag.

If an act of Parliament would make the fitting of similar convenient litter-bins compulsory on all future cars and public-service vehicles then I believe it would help enormously in making us all respect the amenities of our roads and countryside. Child passengers certainly use my litter-bin with delight, and a further educative feature can be added by making the emptying of the bin on one's return home their special responsibility.

R. WALKER.

London, W.C.2.

Petrol Consumption

Rover Figures in America. I have noticed in one of your recent issues, in your correspondence columns, a Rover owner complaining of very poor mileage on his 1939 model. In a recent trip to San Francisco, we averaged 21 miles per gallon—and we drove a great deal of the distance at 60-65 miles per hour. I met another Rover owner who claims he is getting 27 miles per gallon.

I think British cars would be more favourably received in the U.S. if we could receive more adequate service. By the way, we find our Rover to be a real source of pleasure.

Los Angeles, California.

DAVID PRIVER.

[It is not clear if the figures quoted are for U.S. gallons; adjusted to Imperial gallons, 21 U.S. m.p.g. would be equivalent to 25.2 m.p.g., and 27 U.S. m.p.g. equal to 32.4 m.p.g. here. In *The Autocar Road Tests*, the Rover 75 gave 21.9 m.p.g.; the 90 22.3 m.p.g.]



Sparkling plugs between the beetle and the block



To be honest, the black beetle and the wig-maker's block in our illustration are not the things referred to in the very old proverbial phrase, 'between the beetle and the block'. The beetle in the phrase was a heavy mallet, and the block was where the work was put to be pounded. We hope you don't feel cheated by the illustration: we have used it (as we have used illustrations of other proverbial phrases) to draw your attention to the two main dangers that can mar the performance of sparking plugs: on the one hand overheating, which causes pre-ignition troubles; and on the other hand fouling, which weakens the spark and may even kill it, by allowing the high-tension current to leak away across the insulator.

Pre-ignition causes knocking (which wastes power and petrol and puts unnecessary loads on engine bearings) and in serious cases 'running on' when the ignition is switched off.

To avoid these troubles, your plugs must have a 'heat value' (that is, a rate of losing heat) that suits your engine *exactly*. Hot engines need plugs with *high* heat values. Cool engines need plugs with *low* heat values. But the best heat value for a particular engine is also determined partly by the age and condition of the engine and by how hard it is normally driven.

Of all the sparking plugs commonly stocked by British garages, K.L.G. offer you the most complete range of different heat values with the smallest steps in heat value between one plug and the next. The heat value of every K.L.G. plug is clearly indicated in its type symbol. Each type symbol includes a number, which is low if the heat value of the plug is low, and high if the heat value is high. Thus, the FE20 plug has a low heat value, the FE50 a medium heat value, and the FE80 a high heat value. These type numbers make it a safe and simple matter for your garage to select for you the K.L.G. plug that will be EXACTLY THE RIGHT PLUG FOR YOUR ENGINE. Price 5/- each.

K·L·G sparkling plugs

one of SMITHS accessories for better motoring

Go as far as you like . . .



everyone knows the "HM"
means **higher mileage**

-and higher mileage means cheaper motoring!



AVON
H·M

BECAUSE of the Le Mans accident, and the fact that there is a tendency for courts to award very heavy damages in the event of an accident, the American Automobile Association has decided to withdraw its sanction from motor racing at the end of the season. As the F.I.A.-recognized national body in America, the A.A.A.'s move could be a considerable blow to the sport in the U.S.A. Indianapolis is among the A.A.A.-sanctioned events.

The position in America is not so clearly defined as it is in this country

The Sport

AMERICAN AFFAIRS

W.E.C.C. SNETTERTON

TESTING DIFFICULTIES

where, if the R.A.C. were to remove its sanction and issue no more permits, the sport would be in a very shaky position. Though the A.A.A. is the governing body of the sport there, only recently has it taken an active interest in events other than stock-car and midget racing, board tracks and similar purely professional ramifications of the sport.

The Sports Car Club of America, however, which was formed by Briggs Cunningham after the war, has grown quickly and thrived on the very considerable interest in America in sports car racing. It is now a large and national body organized on a loose basis and complying, not necessarily exactly, with the F.I.A. regulations. It will not, however, tolerate any payments to competitors—expenses, starting money or anything else. The A.A.A., however, remains the only body qualified to issue international competition licences and permits for American events and, though the club tried to get the A.A.A.'s co-operation in the early days, they did not succeed.

In 1953 the A.A.A. decided to take a more active interest in sports car racing, and issued six permits for such events, to some extent clearing up the anomalous situation whereby, under the F.I.A. code, any driver competing in an unsanctioned event (an event run without the sanction of the national body) must lose his competition licence for such period as that body may decide. As a result of this move, the undoubted rift that existed between the two bodies was to a considerable extent lessened, and a degree of co-operation was achieved. Nascar, another power-

ful body in the States, has been considering entry into the sports car field for some time. Either Nascar or the S.C.C.A. could take over the A.A.A.'s position.

What the effect of the present move will be is hard to foresee, but it is conceivable that the Indianapolis 500 should die out. An official of the Indianapolis board said that the A.A.A. is imagining bogymen that do not exist, and that it will be up to motor racing enthusiasts in the U.S.A. to organize another national body to replace the Association's contest board. There is the equipment and the manpower available, he said, for this to be done. In any case, it will probably mean that the position will be reviewed at F.I.A. level and the somewhat complicated state of American sport sorted out once and for all.

ONE DAY, I suppose, the Le Mans business will assume its correct perspective. That, so far, it has not is indicated by the fact that twelve ambulances stood ready for casualties in the Swedish Grand Prix, and no fewer than 200 beds were reserved in local hospitals to receive them. Preparedness for emergency is an excellent thing, but panic measures to cope with a sort of motor-racing Black Death is carrying things too far. There is something about giving a dog a bad name, which seems appropriate.

A ROUSING ENTRY has been received for tomorrow's international meeting run by the West Essex Car Club at Snetterton (near Thetford, on the Newmarket-Norwich road). The *formule libre* event will be enlivened, so far as noise is concerned, by two B.R.M.s driven by Peter Collins and Ron Flockhart. Four 250F Maseratis will be driven by Stirling Moss, Roy Salvadori, Horace Gould and O. Volonterio, of Switzerland. Four of the

new formula 1 Connaughts will be in the hands of Peter Walker, Leslie Marr, Jack Fairman and Mike Oliver who is making a return to racing in the works prototype car usually driven by Kenneth McAlpine. Reg. Parnell will drive the Equipe Endeavour Cooper-Jaguar and R. Cobden, of the Australian Kangaroo Stable, a 2-litre Maserati. The irrepressible Archie Scott-Brown, in the Lister-Bristol, will also be included in the field of 30 cars.

In addition to this event there will be races for formula 3 (the *Eastern Daily Press Trophy*), sports cars of up to 1,300 and up to 1,500 c.c. (run together), and up to 2,750 and over 2,750 c.c. (also run together). J.A.P.-engined formula 3 cars will compete in an event of their own and the formula 1 event, in addition to those formula 1 cars already mentioned above, will include Harry Schell and Ken Wharton in Vanwalls and a fifth 250F Maserati, driven by Louis Rosier. There will also be a handicap event for saloon cars to round off the proceedings.

Racing starts at 11.30 a.m. with the main formula 3 event and the last race starts at 6.20 p.m.—a well filled day indeed.

WITH THE racing season half spent, Ivor Bueb and Jim Russell are neck-and-neck in the lead for the 500 c.c. championship, with 22 points apiece. In third place comes Stuart Lewis-Evans, well astern of the leaders, with eight points, and, fourth, George Wicken with five.

OFTEN, IN GIVING the causes for retirement of cars in race reports, one is forced to resort to the somewhat obscure "piston failure," or "broken piston"—not entirely fair to the piston manufacturers who, thereby, come in for more than their fair share of the blame. It is generally realized that piston trouble is often brought about

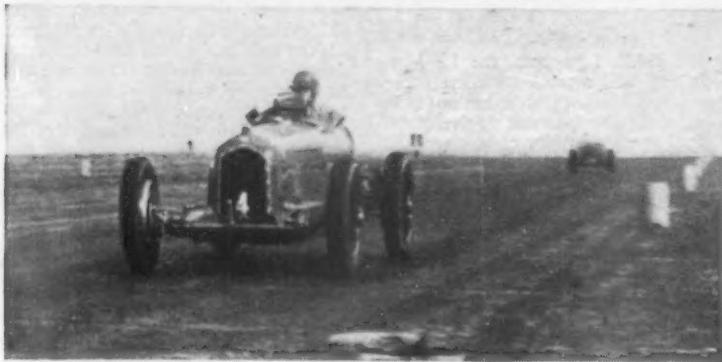


Peter Stubberfield keeps the single-seater Type 35 Bugatti well down the banking on a fast curve at Great Ayton (reported on page 238)

by something other than a fault in the piston itself—for example, lack of coolant, lack of lubrication, valve crash or weak mixture. With pistons, as with quite a number of components, trouble may often be caused by prior failure in some other direction.

These remarks are prompted by information disclosed on dismantling engines of cars whose retirements have been attributed to this cause.

SERGIO MANTOVANI, having lost a leg in an accident early this season, has now fully recovered and says he will race again. After successfully passing a series of tests, he drove a Maserati which had been adapted to suit and, by all reports, performed as well as ever.



J. G. Vessey's 1933 2.9-litre blown P3 Alfa Romeo en route to second place in the V.S.C.C. Silverstone Seaman Memorial Trophies race (reported on page 242)

ORGANIZED by the Kongelig Norsk Automobilklub, 68, Parkveien, Oslo, Norway, and counting towards the European Touring Championship, the Viking Rally will be held from September 9 to 12. After examination on September 9 the cars will start off from Karlstad, Oslo, Kristiansand, Bergen and Trondheim and will join up on the common route on September 10. The rally will finish at Oslo on September 11, when cars will be inspected, and on the following day at 10 a.m. final results will be announced. There will be a gala dinner party at which prizes will be distributed.

Entries close on August 16.

BUILDERS in this country of Grand Prix cars—or, for that matter, any other racing cars—are sadly handicapped when it comes to testing their products. This important stage in the development of a car can and does have considerable effect on its subsequent career and, in assessing whether or not British G.P. contenders are flops on their showing in races this year, it is well to consider this aspect. First of all, testing on the existing circuits depends upon whether the owner of the land happens to be feeding his pigs, mowing his hay, cutting his barley, corn or whatnot. Then there is the

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fact that the day required for testing may be one of those upon which the local by-laws do not allow motor racing.

For the majority of constructors the circuits are so far removed from their factories that, after loading the car into a lorry and trundling it to the circuit, there is very little time left for testing before it has to be reloaded and trundled home again. If a spare is required that does not happen to be carried, it is a day's march to fetch one from the factory. If testing is to extend

"THIS IN AN INVITATION to a weekend in Paris, two return air tickets, two nights' hotel and two seats at the Folies Bergère—all free! All you have to do is enter the London Rally, September 16-17—and win it!" Thus reads a postcard sent by the London M.C. to all prospective competitors. Who could refuse?

Then there was another sort of invitation to a meeting, which included, for those who have difficulty in writing, a card with squares to be ticked alongside various headings. These included, apart from the opportunities for more serious replies, "I'd like to be there, but you know how it is," "Really I should be attending that thing in the Midlands, but I'll come along if I can," and finally, "I wouldn't be seen dead at your perishing meeting."

FEW THINGS could be more cheering, on returning from a holiday, than to find on one's desk the first set of regulations to be issued for a Continental grande épreuve since Le Mans—the Italian Grand Prix and the seventh Coppa Inter-Europa (for touring category cars conforming to Appendix J of the International Sporting Code). Both will be run on the re-vamped Monza circuit on September 11. Cars in the Coppa Inter-Europa will be divided into the following classes: up to 1,300, 1,300-2,000 and 2,000-2,600 c.c.

Entries must reach the Permanent Office of the C.S.A.I. in Milan not later than 8 a.m. on September 3, and must be allowed and confirmed by their national automobile club; those for the Coppa Inter-Europa must also reach the C.S.A.I. at the same time. The address is: Commissione Sportiva Automobilistica Italiana, Ufficio Permanente di Milano, Corso Venezia, 43, Milan, Italy.

Spectator bookings can be made through the A.C. di Milano at the address given above.

CREDIT HAS been given to a cheap and apparently efficient method of flame-proofing clothing for saving Cal Niday's life when he crashed in the Indianapolis 500-mile race. Dr. C. B. Bohner, director of the Speedway's medical staff, says that, because Niday had proofed his overalls with a borax-boric acid solution, he escaped what would have been very serious injury when his car caught fire. He was, in fact, burned only where his clothes were torn or did not cover him—on the face, ankle, shoulder (where the overall was torn), and finger tips which were exposed by half-gloves.

The solution is made by dissolving 10oz of borax and 8oz of boric acid in a gallon of hot water, and overalls should be soaked in the solution each time they are washed. I cannot vouch for this, not having tried it, but if it works as well as is claimed, it might be useful for other purposes.

PETER GARNIER

COMING SHORTLY

- | |
|---|
| AUGUST 13.—West Essex C.C. Race meeting, Snetterton, near Thetford, Norfolk, 11.30 a.m. |
| 13.—Nottingham S.C.C. Race meeting, Silverstone, Northamptonshire, 1 p.m. |
| 13.—B.A.R.C. Members' meeting, Aintree, near Liverpool, Lancashire, 2 p.m. |
| 13.—North London Enthusiasts' C.C. Hendon concours d'élegance, Hendon Park, London, N.W.4, 3 p.m. |
| 14-15.—Pescara Grand Prix and 12-hour race, Italy. |
| 17-22.—Liège-Rome-Liège Rally, Belgium. |
| 20.—B.A.R.C. Nine-hour sports car race, Goodwood, near Chichester, Sussex, 3 p.m. |
| 21.—Vintage S.C.C. Hill-climb, Prescott, near Cheltenham, Gloucestershire, 12.45 p.m. |

"H.M.V." CAR RADIO IS THE PERFECT TRAVELLING COMPANION

*"I wouldn't
be without my
car radio..."*

says this motorist



in a traffic jam



The new De Luxe model

The new "H.M.V." De Luxe model is the most sensitive car radio you can buy. Notice the new tuning scale: it is clearer, and better lit. Push-button setting has been greatly simplified.



The new Standard model

The new Standard model is four times as sensitive as the previous Standard model. The new model has the same new, clear tuning scale that the De Luxe model has.

If you drive to work every day you'll know what a wearing business it can be. It's not the distance, it's the traffic — modern driving conditions would try the patience of a saint! That's why my "H.M.V." car radio is such a blessing. It provides just that element of safe relaxation that's needed — relaxation that prevents jangled nerves and frayed tempers in traffic jams, relaxation that makes driving safer.

That's why the car radio has come to be regarded as almost part of the car, these days. And the car radio that most car manufacturers fit and recommend as an optional extra in their cars is "H.M.V."

Isn't it time you thought seriously about a car radio for your car? Your local Radiomobile dealer will be proud to let you see and hear the fine new range of "H.M.V." car radios. Now, more than ever, "H.M.V." car radio is the perfect travelling companion.

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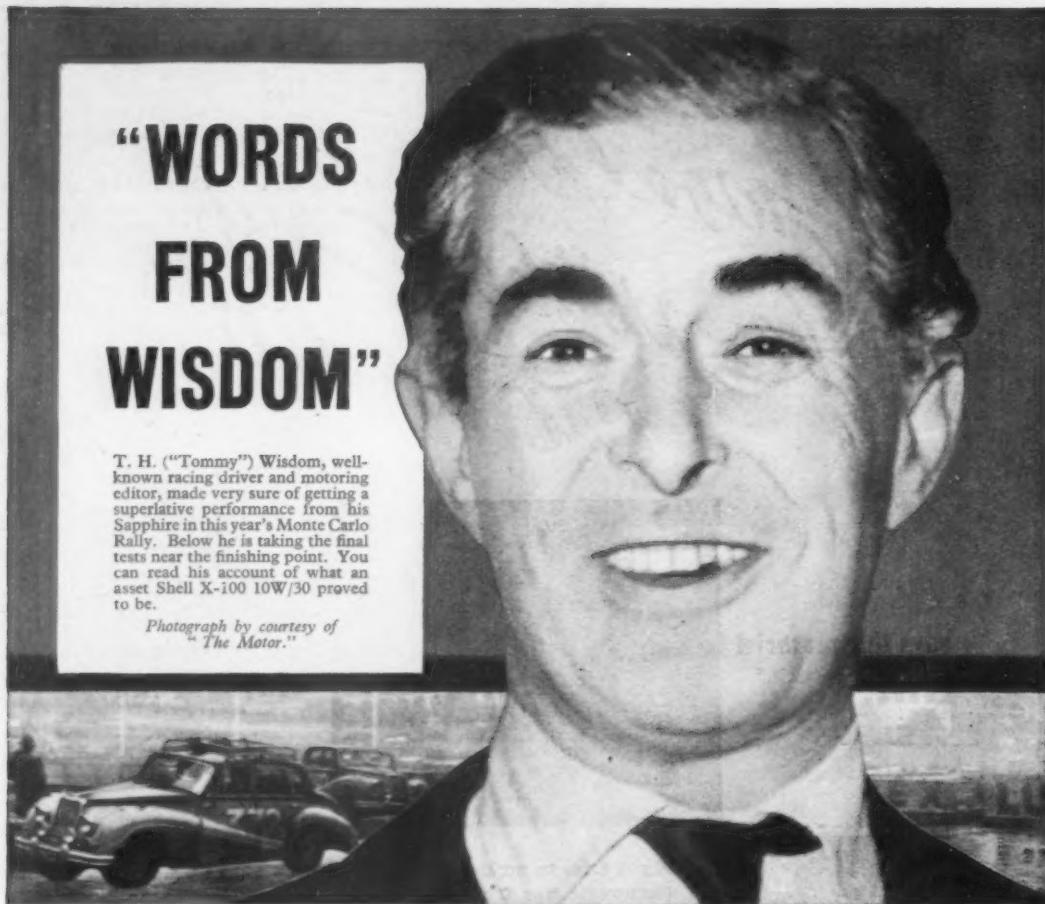
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"WORDS FROM WISDOM"

T. H. ("Tommy") Wisdom, well-known racing driver and motoring editor, made very sure of getting a superlative performance from his Siddeley Sapphire in this year's Monte Carlo Rally. Below he is taking the final tests near the finishing point. You can read his account of what an asset Shell X-100 10W/30 proved to be.

*Photograph by courtesy of
"The Motor."*



In this year's Monte Carlo Rally, Mr. Wisdom, motoring editor of the "Daily Herald", "People", "Sporting Life", and "Ideal Home", and himself a very experienced motorist, drove an Armstrong Siddeley Sapphire choosing Lisbon as his starting point. There he showed foresight in filling up with Shell X-100 10W/30, the new Multigrade oil in the Shell X-100 range. From then on the difference in performance was remarkable, and in Mr. Wisdom's own words :

"Starting from cold was easier on *all* occasions and engine tick-over rose by 50 r.p.m. Petrol consumption under hard driving conditions improved to 18.3 m.p.g. as against 16.9, with the normal type Winter grade oil."

Oil consumption on the Rally was 1,800 miles to the gallon ; and Mr. Wisdom goes on to say :

"My experience suggests that the driver who is covering high mileages under extremes of weather conditions, will save money, petrol and maintenance costs by switching to the new lubricant. The relative petrol saving is still greater where short stop-start runs are concerned. Certainly the heavy transport organisations have found a lighter lubricant cuts costs."

Shell worked for years to produce Shell X-100 10W/30, an oil which is thin when cold (making starting easier and reducing engine wear) and still retains its 'body' or viscosity at high temperature.



the multigrade oil

Shell X-100 motor oil is available in all the following grades :
S.A.E. 20/20W, 30, 40, 55, and now 10W/30 (multigrade).
Shell X-100 10W/30 is available only in sealed containers.

CLUB NEWS

Oxford University M.D.C.—At the annual general meeting, the following officers were elected: president, D. R. Goddard; secretary, W. W. B. Storer, Keble College, Oxford; treasurer, J. Wilkinson; veteran members' secretary, P. Somerset-Fry, St. Catharine's Society, Oxford; competition secretary, J. Clay; committee members, Hon. J. P. Leigh and J. Milne.

All past members of the University are welcomed as veteran members. The subscription is 5s a year, and details are obtainable from P. Somerset-Fry.

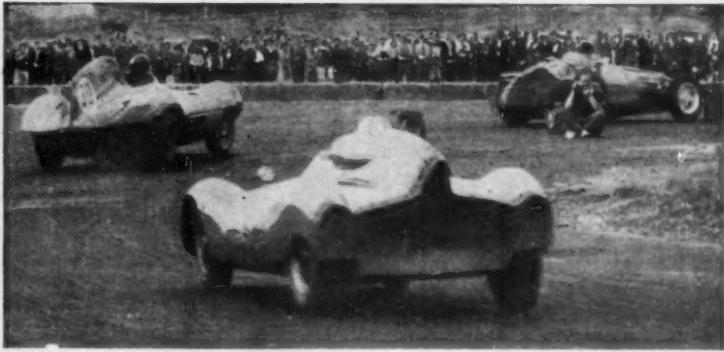
Dolomite Association. This recently formed club, which caters for owners of pre-war Triumph Gloria, Vitesse and Dolomite cars throughout the country, has spare parts officers in Yorkshire and Hertfordshire and a maintenance officer in Hampshire. Members can obtain technical data and social events will be arranged. The subscription is £1 1s for the first year (including badge) and 10s 6d a year thereafter. Full particulars are available from the secretary, Mrs. M. Blackburn, The Cottage, Syke Lane, Ogden, Halifax, Yorkshire.

R.A.F. Association M.C.—The Battle of Britain Rally will be held on September 10-11, and the awards will be presented at the Battle of Britain dance on September 16. The rally is open to all R.A.F. and R.A.F. Association members (membership 5s), and the entry fee for the event is £1 1s. Regulations can be obtained from the honorary secretary, R.A.F. Association M.C., Alton House, 17, Shrewsbury Road, Oxtot, Birkenhead, Cheshire.

On August 17, the club is organizing a photo hunt, starting from the Smithy, Thornton Hough, Cheshire, at 7.30 p.m. The entry fee is 5s and the event is open to all-comers.

Special Builders C.C.—A meeting of London Area members will be held at 3.30 p.m. on August 14 in the car park opposite the Savoy Cinema, near Gants Hill Underground station, Ilford, Essex. Prospective members will be welcomed. Details of the club are available from D. R. MacGregor, 87, Broad Road, Braintree, Essex.

Taunton M.C.—To celebrate 50 years of motorizing activities, the club held its first autocross at Walford Farm, Walford Cross, Somerset, on August 1. Two Edwardian cars took part in the parade which preceded the event. In the first car, a 1905 De Dion, was Mrs. D. Chalmers, who in 1905, as Miss Daisy Beach, was the first woman member of the club to win an award in competitive motororing, and the second car, a 1906 Riley, carried the Mayor and Mayoress of Taunton, Councillor and Mrs. W. S. Shepherd. The



Horace Gould, in the ex-Bira 250F Maserati, leads Marr's Connaught and Brabham's Cooper through Toft's Turn in an International Trophy Race at Charterhall (reported on page 240)

autocross, which was watched by nearly 4,000 spectators, started at 3 p.m., and the 50 competitors raced in pairs, each having two runs over the kidney-shaped course.

RESULTS

Fastest time of the day: A.C. Ace 1,991 (A. M. Park), 1min 32.4sec.

Class awards: Open cars up to 1,500 c.c.: M.G. 1,466 (J. D. Hall), 1min 40.4sec. Over 1,500:

1. Morgan Plus Four 1,991 (J. T. Sparke), 1min 35.2sec.; 2. A.C. 1,100 (R. J. Sandbridge), 1min 36.5sec.; 3. Triumph TR2 1,991 (C. M. Seward), 1min 37.5sec. Closed cars up to 1,500 c.c.: 1. Renault 750 (J. H. Jones), 1min 38.4sec.; 2. Ford Anglia 1,172 (J. Moffat), 1min 40.4sec.; 3. Ford Anglia 1,172 (G. L. Smith), 1min 40.4sec. Over 1,500 c.c.: Sunbeam 2,267 (B. Davies), 1min 40.4sec.; 2. Sunbeam-Talbot 2,267 (W. A. Walters), 1min 43sec. Specials: 1. Buccker Spl 1,100 (P. Hubner), 1min 36.2sec.; 2. Ford Spl 1,172 (D. W. Bruce), 1min 37.5sec.; 3. Ford Spl 1,172 (P. Oliver), 1min 37.5sec.

Fastest time by lady driver: A.C. Ace 1,991 (Mrs. L. Park), 1min 33sec.

Sunbac.—The seventh annual race meeting at Silverstone, Northamptonshire, will take place on Saturday, September 3. The programme will consist of five 6-lap scratch races for sports cars (up to 1,500 c.c. unsupercharged or 1,200 c.c. supercharged, over 1,500 c.c. unsupercharged or 1,200 c.c. supercharged, M.G.s up to Stage II tuning, 750 formula and 1,172 formula), a 6-lap handicap race for sports cars, a 10-lap scratch race for formula 3 cars, a 10-lap scratch race for J.A.P.-engined formula 3 cars, a 10-lap handicap race for Vintage and post-Vintage thoroughbred cars, and two half-hour high speed trials—the first for motor cycles and the second for open or closed cars. The course will be available for practising on race days between 9 a.m. and 11 a.m., and racing will start at 12 noon. The meeting is open to members of the B.R.S.C.C., Seven-Fifty M.C., M.G. C.C., Bugatti O.C., Aston Martin O.C., Vintage S.C.C. and the Midland M.E.C. driving cars, and to members of the promoting club driving cars or motor cycles. Entries, which close on August 20, should be sent to the secretary of the meeting, J. D. Woodhouse, 106, Jockey Road, Sutton Coldfield, Warwickshire.

Burnham-on-Sea M.C.—Two events were held at the end of July—the third annual Traders' Cup Rally on Sunday, July 24, and a driving test meeting at Smeatharpe aerodrome on Tuesday, July 26. The results are as follows:

Rally

Traders' Cup (best performance): Triumph TR2 (M. Rees Davies), 10 marks lost.

Class winners: Standard Ten (P. J. Stephen), 40; Austin A.40 (E. J. Wenaley), 10; Dellow (J. M. Bowles), 10; Triumph Renown (P. F. Bennett), 40; M.G. Plus Four (T. D. Warren), 55; Simca (Mrs. D. H. Gaze), 40.

Novice award: Ford Prefect (K. F. Buck), 15. Driving Tests

Class winners: Ford (E. J. Wenaley), 107.5 marks lost; Austin A.50 (B. W. J. Lovell), 96.8; M.O. TC (M. Britton), 99.6; Standard Ten (H. J. C. Lidder), 108.6; Triumph TR2 (R. T. Williams), 99.5. Runner-up in Class E: Triumph TR2 (T. D. Warren), 99.1.

Surrey Sporting M.C.—The third annual motor gymkhana will be held at the Horley Football Club's ground in Smallfield Road, Horley, Surrey, on Sunday, August 14, starting at 2.30 p.m. Entries (fee 2s 6d) will be accepted from any drivers, whether club members or not.

Firle D.C.—Regulations for the Firle hill-climb on Sunday, September 4, are now available. The event will take place at Bo-Peep Hill on the Firle Estate near Eastbourne, Sussex, and the timed section of the hill will be about 600 yards in length with an average gradient of 1 in 7.75. Competitors may have three practice runs, and, in the competition itself, they will have two timed runs, the faster run to count in the results. There are four classes for Bentleys, open only to members of the B.D.C.; the other six classes for any make of car are open to members of the Aston Martin O.C., Brighton and Hove M.C., Bugatti O.C., Lagonda Club, 20 Ghost Club, Herts County A. and A.C., and the promoting club. The entry fee is £1 10s, and entries should be sent by August 22 to the secretary of the meeting, C. H. D. Berthon, Madges, Long Crendon, Aylesbury, Buckinghamshire.

Fiat Register.—The Midland Rally on July 31, which was run jointly by the Humber and Fiat Registers, resulted in a win for R. Curtis driving a 12-25 Humber. A. J. Gibson (12-25 Humber) took second place, and G. Liston Young (8 h.p. Fiat) was third.

Forces M.C.—A very successful driving test meeting was run by the South-western Centre on Sunday, July 24. Four tests were set out on the driving instruction square at the Army Mechanical Transport School, Louisburgh Barracks, Bordon, Hampshire, and the meeting attracted an entry of 26 competitors. Driving an Austin-Healey 100S, M. H. Morris-Goodall gave a demonstration of Test No. 4 (the Monte Carlo wiggle-wiggle) and recorded a time of 38sec, which was 4.2sec faster than any competitor.

RESULTS

Shell-Mex and B.P. Trophy (best performance): Morris 100S (R. C. G. Green), 365.5 marks gained (also special award for loss of no penalty marks).

First-eige awards: H.R.G. (G. H. Roberts), 352.8; Austin A.90 (D. G. Miles), 350.6. Second-class awards: Rover Fourteen (A. V. Mathison), 349.2; Wolseley (P. Sinkins), 344.2.



Eric Giles, president of the Bugatti Owners' Club, and Mrs. Giles congratulate Tony Marsh on his course record at Great Aycliffe. Eric Giles, was acting in the capacity of R.A.C. steward; a younger official (left) gate-crashes the picture

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At the recent annual luncheon of the Council of the Society of Motor Manufacturers and Traders, Mr. A. B. Waring (left), retiring president, was presented with a silver "Treasury inkstand" by his successor, Dr. F. Llewellyn-Smith

IN BRIEF

B. and G. Motors have moved to larger showrooms at 194-98, Arlington Road, Camden Town, London, N.W.1.

Lord Brabazon of Tara on July 26 opened new motor vehicle workshops of the National Benzole Co., Ltd., at Seacroft, Leeds.

Plow Products, Ltd., 94a, Upton Road, Slough, Buckinghamshire, have taken over distribution of Adup underbody coating throughout the United Kingdom and overseas.

A South African correspondent states that Jowett Javelin spares are obtainable in the Union from Triumph Garage, Ltd., Lower Main Road, Observatory, Cape, and Dudfield Bretherton, of Durban.

Mr. Joseph Donald Nuttall, A.C.A., has been appointed a director of the Triplex Safety Glass Co., Ltd. He joined the company in 1946 from the Ministry of Aircraft Production, and was appointed company secretary in January, 1948. Since 1952, he has been a director of Quickfit and Quartz, Ltd., manufacturers of interchangeable laboratory glassware, a subsidiary of the Triplex group.

Recently opened at the Sheffield premises of Kennings, Ltd., a new car washing plant provides an economical and speedy car valet service. For average size cars the charge for a complete wash outside and underneath, and vacuum cleaning of the interior, is 6s 6d. The three stages of washing—lathering, rinsing and drying—are entirely automatic, using rotating nylon brushes on the sides and roof and high-pressure jets of water on the chassis. Cars travel through the plant on an electric conveyor belt, the process occupying 20 minutes for each car.

British Railways and Victor Britain Rent-a-Car system have devised a plan to provide new self-drive cars to meet passengers travelling by express train to London (Euston and St. Pancras), Liverpool and Glasgow; it is intended to extend the scheme to other important centres. Rates will not exceed normal hire-car charges.

New appointments of Sheepbridge Engineering, Ltd., of Chesterfield, include: Mr. A. G. Elliott, works engineer, Chesterfield works; Mr. A. Wells, production controller, Sheepbridge Equipment, Ltd.; Mr. G. A. McIke, apprentice training officer; Mr. E. Dennis, sales manager, Automotive Engineering Ltd., Twickenham, and Light Production, Ltd., Slough; and Mr. E. A. Macdonell, sales manager, Clews Petersen, Ltd., West Hampstead.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following handbooks and information:

No. 17157. 1948 1½-litre Riley.
"F.T.C."—Performance details, fuel consumption and any other available information.

No. 17158. Back Numbers Required.
"A.W.B.P."—Any old issues of *The Autocar*.

No. 17159. Spare Parts List.
"V.C.W."—Model GS.2 Austin A.40 Devon saloon.

No. 17160. 1936 27 h.p. Humber Super Snipe.
"A.S.H."—Hints on maintenance and a handbook.

No. 17161. 1950 750 c.c. Renault.
"A.G.C."—General experiences and performance data.

No. 17162. 1950-51 Wolseley Six-Eighty.
"M.H.P."—All possible information and a handbook.

No. 17163. 1930 20.9 h.p. Sunbeam.
"T.C."—Maintenance details, all possible information and a handbook.

No. 17164. Wiring Diagram.
"C.N.G.R."—Details of single-pole wiring system on 1927 Grand Prix Saloon.

No. 17165. Handbooks Required.
"H.K."—1938 Morris Twelve-Four.
"R.P.C."—1935 Standard Nine.
"W.H.F."—1936 Morris Sixteen.

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- 1955 Sapphire Mark II, automatic gearbox, black and silver grey with red interior, H.M.V. radio, price £1,675.
- 1955 Sapphire Mark II, automatic gearbox, black with beige interior, twin carbs., price £1,675.
- 1955 Sapphire Mark II, preselectric, duo-grey with red interior, price £1,490.
- 1955 Sapphire Mark II, preselectric, black and fawn with beige interior, price £1,490.
- 1954 Sapphire Mark I, preselectric, duo-green with green interior, twin carbs., price £1,250.

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	British List Price £ s d	British Total Price £ s d
A.C.		
2-litre 2-door	1,027 0 2	1,456 18 1
Four-door	1,107 19 4	1,570 14 11
Ace sports 2-seater	1,015 0 0	1,439 0 10
Aceca coupé	1,215 0 0	1,722 7 6
ALFA ROMEO		
Giulietta Sprint coupé	1,595 0 0	2,260 14 2
1900	1,850 0 0	2,621 19 2
1900 Super Sprint	2,500 0 0	3,542 15 10
ALLARD		
Palm Beach 4-cyl.		
3-seater	720 0 0	1,021 2 6
6-cyl. 3-seater	750 0 0	1,061 12 6
2½-litre saloon	1,250 0 0	1,771 19 2
K3 3-seater	1,100 0 0	1,559 9 2
Monte Carlo	1,375 0 0	1,949 0 10
Safari estate car	1,375 0 0	1,949 0 10
ALVIS		
3-litre	1,285 0 0	1,821 10 10
Coupé	1,360 0 0	1,927 15 10
ARMSTRONG SIDDELEY		
Sapphire (synchromesh box)	1,215 0 0	1,722 7 6
Sapphire (preselector)	1,285 0 0	1,821 10 10
Sapphire (automatic)	1,404 0 0	1,990 3 6
Sapphire limousine	1,910 0 0	2,706 19 2
ASTON MARTIN		
DB2-4	1,925 0 0	2,728 4 2
Drop-head coupé	2,025 0 0	2,869 17 7
DB3S competition	2,600 0 0	3,684 9 2
AUSTIN		
A.30 Seven 2-door	335 0 0	475 14 2
Four-door	355 0 0	504 0 10
Countryman	395 0 0	560 14 2
A.40 Cambridge 2-door	458 0 0	649 19 2
Four-door	468 0 0	664 2 6
A.50 four-door	478 0 0	678 5 10
A.90 Westminster	558 0 0	791 12 6
A.135 Princess Limousine	1,665 0 0	2,359 17 6
Limousine, L.W.B.	1,715 0 0	2,430 14 2
Saloon, L.W.B.	2,000 0 0	2,834 9 2
2,000 0 0	2,834 9 2	
BENLYNSET		
Chassis	2,465 0 0	2,979 2 1
Series 5 saloon	3,295 0 0	4,649 0 10
Hooper saloon	4,715 0 0	6,680 14 2
Mulliner saloon	4,860 0 0	6,886 2 6
Continental chassis	2,510 0 0	3,033 9 7
Mulliner saloon	4,960 0 0	7,027 15 10
Park Ward saloon	4,670 0 0	6,616 19 2
Park Ward coupé	4,670 0 0	6,616 19 2
B.M.W.		
Type 501	1,400 0 0	1,964 9 2
Type 502	2,100 0 0	2,976 2 6
F.H. coupé	2,750 0 0	3,896 19 2
BORGWARD		
1500 Isabella	798 0 11	1,131 13 10
2400 sports saloon	1,287 16 9	1,825 11 3
Saloon (Hansamatic)	1,380 1 8	1,956 4 10
2,400 Pullman	1,409 2 1	1,997 7 2
Pullman (Hansamatic)	1,501 7 0	2,123 0 9
BRISTOL		
Type 403	2,100 0 0	2,976 2 6
Type 404	2,350 0 0	3,330 5 10
Type 405	2,390 0 0	3,386 19 2
Type 405 D.H. coupé	2,450 0 0	3,471 19 2
BUICK		
Century 4-door	1,975 0 0	2,799 2 2
Super 4-door	2,025 0 0	2,869 18 10
CADILLAC		
Special 4-door	3,000 0 0	4,251 4 6
CHEVROLET		
Bel Air 4-door	1,275 0 0	1,807 7 6
Station wagon	1,465 0 0	2,076 10 10
CHRYSLER		
Windsor	—	—
New Yorker	—	—
CITROËN		
2.c.v. ...	398 0 0	564 19 2
Light 15 ...	685 0 0	971 10 10
Big 15 ...	740 0 0	1,049 9 2
Six ...	1,040 0 0	1,491 9 2
DAIMLER		
Conquest	1,066 0 0	1,511 5 10
Coupe	1,225 0 0	1,736 10 10
Roadster	1,180 0 0	1,672 15 10
Hardtop roadster	1,235 0 0	1,750 14 2
Century	1,172 0 0	1,661 9 2
3½-litre Regency	1,640 0 0	2,324 9 2
Sportsman's saloon	1,870 0 0	2,650 5 10
4½-litre Regency	1,960 0 0	2,777 15 10
Sportsman's saloon	2,190 0 0	3,103 12 6
Regina Hooper Limousine	4,385 0 0	6,213 4 2
DELOW		
Mark II Two seater	448 0 0	635 15 10
Mark II C	477 0 0	676 17 6
Mark V Lightweight	—	—
2-seater	542 0 0	768 19 0
D.K.W.		
Sonderklasse	597 0 0	846 17 6
Combi	532 0 0	896 9 2
Cabriolet 2-seater	925 0 0	1,311 10 10
Cabriolet 4-seater	785 0 0	1,113 4 2
Station wagon	688 0 0	975 15 10

(Continued on next page)

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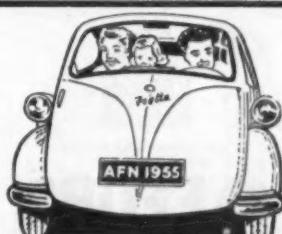
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FAIRTHORPE			MORRIS		
Atom Mark I	259 17 0	369 4 11	Minor tourer...	373 0 0	529 10 10
Mark 2	274 17 0	390 9 11	Two-door...	373 0 0	529 10 10
Mark 3	315 14 0	448 7 4	Four-door...	395 0 0	560 14 2
FIAT			Minor Traveller...	422 10 0	599 13 4
600	412 10 0	585 10 0	Cowley...	495 0 0	702 7 6
Station wagon	478 10 0	679 0 0	Oxford...	525 0 0	744 17 6
1100	563 10 0	799 8 2	Oxford Traveller...	580 0 0	822 15 10
1100TV	750 0 0	1,063 12 6	Iris...	565 0 0	801 10 10
1400A	774 0 0	1,097 12 6	Iris Traveller...	675 0 0	957 7 6
1900A	980 0 0	1,389 9 10	NASH		
Full-light saloon	1,385 0 0	1,963 4 2	Rambler...	1,480 0 0	2,054 13 7
FORD (Britain)			Station wagon	1,490 0 0	2,111 14 2
Popular	275 0 0	390 14 2	OLDSMOBILE		
Anglia	360 0 0	511 2 6	Series 88 Super...	1,640 0 0	2,324 9 2
Prefect	395 0 0	560 14 2	Series 98 de luxe...	1,985 0 0	2,813 4 2
Consul	470 0 0	666 19 2	Safari coupé...	2,080 0 0	2,947 15 10
Convertible	570 0 0	808 12 6	PACKARD		
Zephyr Six	532 0 0	754 15 10	Clipper...	1,640 0 0	2,324 9 2
" Convertible	677 0 0	960 4 4	Patricia...	2,266 0 0	3,211 5 10
Zodiac	600 0 0	851 2 6	PANHARD		
FORD (Canada)			Junior sports...	771 6 0	1,100 0 0
Customline	1,249 0 0	1,770 10 10	Dyna de luxe saloon...	701 0 0	995 0 0
Country Sedan	1,438 0 0	2,038 5 10	PARAMOUNT		
FORD (U.S.A.)			Ten tourer...	625 0 0	886 10 10
Thunderbird	1,639 0 0	2,323 0 10	1½-litre coupé...	675 0 0	957 3 4
FRASER NASH			PEUGEOT		
Mark II 2-seater	2,250 0 0	3,188 12 6	Type 203...	633 15 11	899 0 0
Targa Florio Gran Sport	2,250 0 0	3,188 12 6	Type 403...	796 2 11	1,129 0 0
Le Mans coupé	2,250 0 0	3,188 12 6	Station wagon	732 12 4	1,039 0 0
Sebring 2-seater	2,500 0 0	3,542 15 10	PONTIAC		
Fast Roadster	1,650 0 0	2,338 12 6	Four-door...	—	2,050 0 0
HEALEY			Convertible...	—	3,200 0 0
Austin-Healey 100 2-seater	750 0 0	1,063 12 6	PORSCHE		
100S	1,125 0 0	Export only	Type 356 coupé...	1,260 0 0	1,786 2 6
HILLMAN			Cabriolet...	1,380 0 0	1,956 2 6
Minx Special	458 0 0	649 19 2	Super coupé...	1,380 0 0	1,956 2 6
Estate Car	540 0 0	766 2 6	Super cabriolet...	1,500 0 0	2,216 2 6
Minx de luxe	480 0 0	681 2 6	Type 550 Spyder	2,715 0 0	3,847 7 6
Convertible	520 0 0	737 15 10	RENAULT		
California	520 0 0	737 15 10	750 fixed-head...	422 10 0	599 13 4
Husky	398 0 0	564 19 2	Convertible...	550 0 0	780 5 10
H.R.G.			R1063...	790 0 0	1,148 12 6
1½-litre 2-seater	895 0 0	1,269 0 10	2-litre Frégate...	829 0 0	1,175 10 10
HUDSON			RILEY		
Rambler	1,400 0 0	1,984 9 2	1½-litre...	800 0 0	1,134 9 2
Wasp	1,825 0 0	2,586 10 10	2-litre Pathfinder...	875 0 0	1,240 14 2
Hornet	1,960 0 0	2,777 15 10	ROLLS-ROYCE		
HUMBER			Silver Cloud chassis...	2,555 0 0	3,087 17 1
Hawk Mark VI	695 0 0	985 14 2	Saloon...	3,385 0 0	4,796 10 1
Touring Limousine	775 0 0	1,099 9 10	Hooper saloon...	4,805 0 0	6,808 4 2
Super Snipe Mark IV	985 0 0	1,396 10 10	Mulliner saloon...	4,950 0 0	7,013 12 6
Touring Limousine	1,065 0 0	1,509 17 6	Silver Wraith chassis...	2,445 0 0	3,464 17 6
JAGUAR			Park Ward saloon...	4,695 0 0	6,652 7 6
XK 140	1,140 0 0	1,616 2 6	Mulliner limousine...	4,895 0 0	6,935 14 2
XK 140 2-seater	1,127 10 0	1,598 8 4	Hooper limousine...	4,895 0 0	6,864 17 6
F.H. coupé	1,160 0 0	1,644 9 2	Frestone and Webb limousine...	4,940 0 0	6,999 9 2
D.H. coupé	1,140 0 0	1,616 2 6	James Young saloon...	4,970 0 0	7,041 19 2
D-H. 2-seater	2,585 0 0	3,663 4 2	ROVER		
JENSEN			60...	820 0 0	1,162 15 10
Interceptor	1,700 0 0	2,409 9 2	75...	895 0 0	1,269 0 10
Model 541	1,285 0 0	1,821 10 5	90...	915 0 0	1,297 7 6
KAI SER			SIMCA		
Special 4-door	—	2,250 0 0	Aronde...	599 0 0	849 14 2
Manhattan 4-door	—	2,460 0 0	S.M. roadster...	510 0 0	723 12 6
KIEFT			Hunter...	687 10 0	975 1 8
Sports 2-seater	1,100 0 0	1,559 9 2	SKODA		
LAGONDA			1200...	630 0 0	893 12 6
Two-door	2,260 0 0	3,202 15 10	Station wagon	700 0 0	992 15 10
Four-door	2,400 0 0	3,401 2 6	STANDARD		
D.H. coupé	2,400 0 0	3,401 2 6	Eight family saloon...	359 0 0	509 14 2
D-H. 2-seater	2,585 0 0	3,663 4 2	Ten...	409 0 0	580 10 10
LANCHESTER			Estate car...	460 0 0	625 15 10
Sprite	760 0 0	1,077 15 10	Vanguard...	555 0 0	787 7 6
LANCIA			Estate car...	633 0 0	897 17 6
Appia	1,250 0 0	1,771 19 2	STUDEBAKER		
Aurelia, Series II	1,500 0 0	2,196 19 2	Champion...	1,209 0 0	1,714 0 6
Gran Turismo Coupé	2,115 0 0	2,957 7 6	Commander...	1,277 0 0	1,810 7 2
Gran Turismo Spyder	2,115 0 0	2,957 7 6	President...	1,484 0 0	2,104 0 6
LEA-FRANCIS			SUNBEAM		
Fourteen	1,130 0 0	1,601 19 2	Mark III...	795 0 0	1,127 7 6
Estate car	1,130 0 0	1,601 19 2	Convertible...	845 0 0	1,198 4 2
Eighteen	1,380 0 0	1,956 2 6	Alpine 2-seater (with overdrive)...	855 0 0	1,212 7 6
2½-litre Sports	1,240 0 0	1,757 15 10	SWALLO W		
LINCOLN			Dorette...	777 0 0	1,101 17 6
Capri Fordor	2,073 0 0	2,937 17 6	TRIUMPH		
MERCEDES-BENZ			TR2 2-seater...	625 0 0	886 10 10
180	1,195 0 0	1,694 0 10	TR2 Hard top...	670 0 0	950 5 10
180D (diesel)	1,260 0 0	1,786 2 6	Renown...	776 0 0	1,099 0 10
190SL	1,920 0 0	2,692 15 10	VAUXHALL		
200	1,498 0 0	2,123 5 10	Wyvern...	495 0 0	702 7 6
300b	2,329 0 0	3,300 10 10	Viva...	535 0 0	759 0 10
500S	3,902 0 0	5,528 19 2	Cresta...	595 0 0	844 0 10
500SL	3,100 0 0	4,392 15 10	VOLKSWAGEN		
MERCURY			Saloon...	422 10 0	599 13 4
Montclair	1,624 0 0	2,301 15 10	De Luxe...	486 0 0	689 12 6
M.G.			WILLYS		
TF Midget 2-seater	550 0 0	780 5 10	Custom...	1,196 0 0	1,695 9 2
Magnette	645 0 0	914 17 6	Bermuda...	1,269 0 0	1,793 17 6
MORGAN			WOLSELEY		
Two-seater (TR2)	595 0 0	844 0 10	Four-Fortyfour...	595 0 0	844 0 10
Two-seater (Vanguard)	550 0 0	787 7 6	Six-Ninety...	750 0 0	1,063 12 6
Four-seater	580 0 0	822 15 10			
Coupé, 2-seater	610 0 0	865 5 10			
Coupé, 4-seater	620 0 0	879 9 2			

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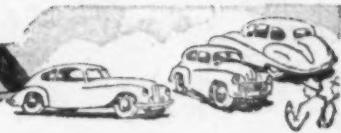
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1954 ARMSTRONG SIDDELEY Sapphire saloon. Synchromesh gearbox, radio, screen washers. Chassis underscaled. A very carefully maintained car. One owner. Black and light grey with red interior.....	£1,235	1952 MORRIS "Six" saloon. Heater, demister, foglamp. A fine example for the year. Black with red interior	£595
1954 AUSTIN-HEALEY 100 sports. Overdrive, heater. An excellent one-owner specimen. Metallic blue with blue interior and hood.....	£865	1954 ROVER "75" saloon. Heater and demister. Completely unmarked. Black with red interior and loose covers.....	£1,125
1952 AUSTIN "Sheerline" saloon. Heater, demister, radio, twin foglamps, screen washers. Very carefully used. Black with grey interior.....	£775	1951 ROVER "75" saloon. Radio. Extremely well kept. Black with red interior.....	£835
1953 DAIMLER Conquest saloon, heater, demister. An immaculate one-owner car. Metallic grey with blue interior.....	£1,125	1952 STANDARD Vanguard estate car. Overdrive, radio, heater, wing mirrors, screen washers. Carefully used and maintained. Metallic green with green interior.....	£665
1954 HILLMAN Minx drophead coupe. Heater. A good example of this attractive model. Black with red interior.....	£695	1954 STUDEBAKER Commander saloon. Overdrive, radio, wing mirrors, screen washers, etc. A very good-looking car, impeccable throughout. One owner. Maroon and cream with grey and brown interior.....	£1,625
1953 HUMBER Hawk saloon. Radio, heater, demister, loose covers. A first-class one-owner example. Battleship grey with red interior.....	£795	1954 SUNBEAM TALBOT "90" saloon. Radio, wing mirrors, foglamp, rim-embellishers, etc. Completely unmarked. Grey with red interior	£995
1954 JAGUAR Mark VII saloon. Overdrive, heater, demister, spotlamp, screen washers. A most attractive one-owner specimen. Dove grey with tan interior.....	£1,245	1954 VAUXHALL Velox saloon. Radio, heater, demister, wing mirrors, etc. Chassis underscaled. A genuine and well-maintained car. Green with duo green interior.....	£735
1954 JAGUAR XK.120 drophead coupe. Radio, screen washers, loose covers. Chassis underscaled. Superb appearance and performance. One owner. Green with green interior.....	£1,225	1953 WOLSELEY "4/44" saloon. Heater, demister, screen washers, twin foglamps. An excellent one-owner example. Black with maroon interior	£745

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The Autocar

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PRESS DATES—First Post Tuesday for Used Cars for Sale and Wanted, Spares and Service. Trade Advertisements are accepted by telephone up to 12 noon, Waterloo 3333. All other classifications close for press first post Friday. Advertisements that arrive too late for a particular issue will automatically be inserted in the following issue unless accompanied by instructions to the contrary.

USED CARS FOR SALE & WANTED — SPARES & SERVICE

A.C.

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1950 Acesa 2-litre sports saloon, taxed December, 1950, resprayed, cost of coat in latest Cadillac green, beige leather upholstery, fitted extras, in outstanding condition throughout. £599s.

HIRE purchase terms on the spot with no references, no formalities or guarantees; part exchange on your present motor cycle or car; always 200 cars under £2000 available from:

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. **R** Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards).

SWANMORE GARAGE, Ltd., A.C. distributors.

1951 A.C. 2-litre saloon (two) both one owner, dual colours, very fine condition. £585.

1953 A.C. 2-litre saloon, one owner, 11,000 miles, fitted suitcases, square chrome, radio, heater, chrome plated engine, square chrome plated petrol can, positive contact, A.C. oblong. £395.

1955 only, new 2-litre saloon, for immediate delivery, with heater and dual colours. £1,610.

SWANMORE GARAGE, Ltd., 1176-1180, Christchurch Rd., Boscombe E., Bournemouth. (Tel. Southcombe 43544.)

£50 Attractive A.C. 1935 (Oct.) drop head, conversion rod through side—Tel. Northampton 31001. (9504)

A.C. Ace July 1954, 18,000 miles, green, factory maintained, current price £265.—Barker's 77 Prentis Rd., S.W.16. Stratford 1414. (9502)

1952 beautiful condition, private sale; £595.—Pad. 8964.

1955 (May) Acesa, 6,000 miles, brand new, 1st class, heater, Mich. X., new, cost £1,775 offered at £1,715, o.n.o.—Tel. Central 9201 (office hours). (9275)

£135—1934 A.C. 16 drop head coupe, engineer Norman Autos 34-354, London, W.1. West London Survey. Tel. Thornton Heath 6657. (C4069)

1955 A.C. 1935, works mileage, registered only weeks. A change of plans, genuine reason for resale, full particulars at Rudds, A.C. Distributors, adjacent Central Station, Worthing 7773-4; terms, exchanges, etc. (9519)

395 gns.—A.C. 1951 model 2-litre Buckland Continental 1st class sports tourer, l.h. drive, concealed hood, excellent condition; terms, exchanges; tel: open 9-7 weeks and Saturdays—Rowland Smith, Hampstead 6041. (C4018)

A.C. Cars Wanted

ALMOST new and resprayed, immediately—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

WANTED, A.C. saloon, 1949 to 1953; price of parts, please—G. F. Jones, Melton Rd., Sydenham Leics.

ALFA-ROMEO

J. H. BARTLETT—Alfa-Romeo 2.5 short chassis Superleggera 2-seater streamlined coupe, recorded mileage 35,000 kilometres, one private owner. Alfa-Romeo February 1949, 2.5 3-carburetor model, chassis, superb Fabric drop head, fitted 1950 with red leather upholstery, radio, heater, bodywork unmarked. £875. Alfa-Romeo 1750 supercharged original Zagato 2-seater, super specimen, £450; also 1½-litre supercharged 2-seater, probably best example available to-day, £395; exchanges and deferred terms.—27, Pembroke Villas, W.11. Bay. 0523. (C1013)

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Portsmouth Rd., Cottenham 2848-9. (C1024/R)

ALLARD

RICHARDS & CARR, Ltd., are always best value.

1950 PI saloon, heater, black, very smart, engine just overhauled; £415.

1949 drop head foursome, several extras, good tyres, really good example; £295.

35 Kimberton St., London, S.W.1. Tel. Sloane 5424. (C3045)

1950 Allard saloon, fawn, one owner since new; £425.

W J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Hampstead 2284. (C1025)

BOX NUMBERS

For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage. Replies should be addressed to, "Box 6000, c/o 'The Autocar,' Dorset House, Stamford Street, London, S.E.1."

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The Publishers retain the right to refuse or withdraw advertisements at their discretion.

SALES & WANTS

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ALLARD

FACTORY serviced used Allard cars are your wisest buy. chauffeur-kept PI saloon, one owner, showroom condition; £425.

IMMACULATE 1949 L-type 4-seater tourer, recent respray and new vinyl leather hood; £350.

SE 1950 PI saloons, from £420/£450.

A DLARDS MOTORS, Ltd., Allard main distributors, 43, Acra Lane, Brixton, London, S.W.2. Brixton 6431.

1951 model Allard PI saloon, de luxe radio, heater, every other extra, excellent condition; £425.

E Owen (Hendon), Ltd. Tel. Col. 5125. (9556)

G & M ALFREDS (1936), Ltd.—Allard registered, recent respray and new vinyl leather hood; £350.

S ELLARD'S, Ltd., Allard saloon (P model), grey with grey leather upholstery, beautiful and well maintained; £425.—A. W. Watkin, Ltd., 116, Shortmead St., Biggleswade, Beds. (9082)

£485!!!—1951-2 Allard sports saloon, this vehicle is magnificent, recently fitted replacement engine, whole beautifully maintained and undoubtedly the nicest example in the country.

L AMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase, 421-423, High Rd., Finchley (East Finchley Underground). (IC2052)

A LLARD PI saloon, 1951, 27,000 miles, one owner, excellent condition, many extras, overseas modifications; offers; can be viewed London.—Armstrong, 9, Ascot Rd., Birmingham, 13. (9273)

£498—Allard 1951 sports saloon, really excellent condition throughout, choice tourer, many other cars, Bentleys, 1, Clarenden Rd., Holland Park, London, W.11. Park 5066-7 (50 yards Holland Park Tube). Exchanges, h.p. (C1017)

Allard Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), W.3. Ham. 6041. (W4018/R)

RICHARDS & CARR, Ltd., the best Allard buyers.—55, Kimberton St., S.W.1. Sloane 5424.

XXX cars.—H. F. Edwards 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (W2001)

ALVIS

GATEHOUSE offer:-

1951 (May) Alvis 3-litre saloon, two owners, immaculate condition throughout, heater, radio; £775.

1950 Alvis 14/75, green, one owner, absolutely first-class condition, heater, 55,000 miles only; £650.

1938 Alvis 12/70, black in good condition throughout; £225.

1936 £195.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. (C2021)

METROPOLITAN MOTORS

HILLMAN, Humber, Sunbeam, Commer.

1951 Alvis 3-litre saloon, outstanding condition, taxed; £775.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. (C3060)

B J. HUNTER, Ltd., offer:-

1948 Alvis 14 drop head foursome coupe, maker's body, attractive; £475.

B J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. (C2040)

B ROOKLANDS, Alvis London distributors.

1955 models available; demonstration.

1954 Alvis T.C. 21/100 saloon.

1953 Alvis 3-litre saloon, radio.

1952 Alvis 3-litre d.h. coupe, twin carbs, etc.

G UARANTEED, cars purchased for cash.

103, New Bond St., London, W.1. Mayfair 8551. (C1029)

VINCENTS OF READING, Ltd., offer:-

A LVIS 14hp estate car, maroon with natural wood stain and varnished body, first registered June 1947; one owner; price £475.—Station Sq., Reading. (1568)

MOTORISTS!

ACCOMMODATION—HOTELS

GUEST HOUSES, ETC. FOR BUSINESS OR PLEASURE

See page 85

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ARMSTRONG SIDDELEY

A RMSTRONG SIDDELEY Sideline saloon (Sept. 1953), preselective gear box, radio, 11,000 miles, grey/blue, blue leather, heater; £1,100.—Stratstone, 40, Berkeley St., W.1. (Mayfair 4404.) [C4023]

1949 Armstrong Siddeley Hurricane, black with brown leather interior, new head, radio, carefully maintained, excellent condition; £425.—Taylor 21, Victoria Rd., New Barnet 0870. Terms if required. [9164]

1953 Armstrong Siddeley Hurricane, black with red leather interior, 19,000 miles and in immaculate condition, £725.—Smith & Landers (Estd. Ltd.), Tel. Ormskirk 1-1801. [9161]

1955 Armstrong Siddeley Sapphire saloon, twin carbs, etc., 2,900 miles, attractive price, 4 months' guarantee.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3325-R. [C2022]

1952 Armstrong Siddeley Whitley saloon, grey with blue leather, beautifully maintained by one owner since new, tax year, synchronised gears; £455.—Ruggs Ltd., Station Garage, Lewes. Tel. 147. [9128]

1955 (June registered) Armstrong Siddeley phaeton, 4-door saloon, automatic gear box, black/brown, under 1,000 miles; this car is as new.—Hartune Motors, Ltd., 39, Sheep St., Northampton. Tel. 5616. [19125]

ROSE & YOUNG, Ltd., offer 1954 Armstrong Siddeley Sapphire, 12,000 miles only, one owner, preselective, fitted radio, duo-grey; £1,195.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057]

1950 Armstrong Hurricane drop head, one owner, radio, heater, ivory, blue leather, an unblemished car with a thoroughbred performance; £565, written guarantee; terms, exchanges; trade enquiries welcomed. [C4016]

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4, anything. [C4065]

ACHIE SIMONS & Co., Ltd.—1951 Armstrong Siddeley Whitley 6-light saloon, black/brown leather, manual gear change, nominal mileage, one owner, engine excellent throughout; £285.—94, Great Portland St., W.1. Lan. 1343. [C4013]

1953 Armstrong Siddeley Sapphire, synchronised box, 2-tone grey with red upholstery, heater, washers, etc., very moderate mileage; £1,065.—Castleford, 1-1801, Tel. Castleford 1-1801, or Rockdale, Castleton/Rochdale 5723. [9355]

WILSONS, "The Enthusiastic Owner-Agents," have 3 carefully used 1954 Sapphires for sale: from £1,525; demonstrations any day including Sunday; h.s. 1000 miles, maximum petrol; 34 Acre Lane, S.W.2, Brixton 4011, and I-3, Dorking Rd., Epsom, Surrey. Epsom 3901. [C4085/R]

£595!!! 1951 Armstrong Siddeley Whitley de luxe saloon; this vehicle is outstanding, only one careful owner since new, in superb condition, paint is like brand new, interior beautiful the finest and most handsome vehicle of the Armstrong range.—Below.

£535!!! 1951-3 Armstrong Siddeley convertible, another one-owner motor car, magnificent, maintained, speedometer reading 27,000, believed genuine, whole condition like a 5,000-mile motor car.—Below.

£465!!! 1949 Armstrong Siddeley de luxe 4-door saloon, a magnificent vehicle, as nice as the ones advertised above.

LAMBS OF WOOD GREEN (Est. 1897)—100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6224-5-4. [C2052]

1949 Armstrong Siddeley Hurricane 16hp d.h. coupe, synchro. gears, a beautiful example, finished in black with brown leather and hood, heater, this is an extremely well maintained car and thoroughly recommended.—Gordon White & Co., Ltd., 19381, roads Cross 2777.

1954 Armstrong Siddeley Sapphire, the colour is elephant grey with red leather interior and fitted heater; the gear box is normal synchronised, the condition is absolutely perfect as expected of a car at 6,000 m. only the price is £1,295.—Godfrey Davis, Ltd., Neasden Lane, N.W.10. [9079]

1955 (January) Armstrong Siddeley Sapphire 2-tonne, black, silver grey, with high compression engine, 16hp, 4-door saloon, carburetor, Michelin X tyres, windscreen washer, Rimbellershi, mileage 6,750, exceptional condition, one owner, chauffeur maintained; £1,485.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [19582]

XXX 1951 (August) Armstrong Siddeley Whitley 16hp d.h. coupe, absolutely immaculate low mileage one owner car, blue with blue leather, appearance practically indistinguishable new; written guarantee; £745; terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. London 0012. [C4003]

£695!!! Armstrong Siddeley Whitley saloon, registered very late in the year, coachwork, interior, chrome fittings in absolutely unbelievable condition, this vehicle looks and runs like a brand new car and is definitely the finest. While a portion of its year in the country, all extra fitted radio and heater, must be seen and tried to be appreciated.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035]

Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. [C4018/R]

A & S Urgently require 1951/52 Limousines, good condition, for genuine vehicles.—A & S LTD., 15, Audley Street, London, Mayfair 2941. [W1006]

ALMOST new Armstrong required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

KIRKWOOD CARS buy pre-war Armstrongs.—78, Streatham Hill, S.W.2. Tulse Hill 1228. [W2037]

WILSONS, "The Enthusiastic Owner-Agents," want Armstrongs.—Brixton 4011, or Epsom 3901. [W4085/R]

MARSTON MOTOR CO., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [19183/R]

GOOD Armstrong Siddeley required.—G. Edwards, Amersham Lane, Harpenden, Herts. Harpenden 118. [W2000]

PASS AND JOYCE, Ltd., England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184-186, Gt. Portland St., W.1. Museum 1001. [C635/R]

Armstrong Siddeley Spares and Service
ARCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY Specialists: complete overhauls and engine rebuilds, service, 48-hour exchange engine and gear box services, quick guaranteed services by specialists; trade and retail.

PRESELECTOR gear boxes, exchanged, reconditioning 48 hrs.—Arcot Eng., Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301 and 7321. [10644/R]

BIRMINGHAM joint distributors, spare parts from the Dept. of Standard, Birmingham, 1-1801. [C4015]

WILSONS, "The Enthusiastic Owner-Agents," 34 Acre Lane, S.W.2. Brixton 4011, or 1-3, Dorking Rd., Epsom, Surrey. Epsom 3901. [S4085/R]

PASS & JOYCE, Ltd., 27, Peter St., Manchester, 2, have large stocks of spares; reconditioning of cars and preselective gear boxes undertaken.—Tel. Deansgate 10604-R.

PASS & JOYCE, Ltd., England's largest distributors for Armstrong Siddeley, extend to their value clientele the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spare parts.—Works: The Hyde, Edware Rd., Hendon, N.W.9. (Colindale 4-31.) [10670/R]

ASTON MARTIN LTD., 27, Peter St., Manchester, 2, and 10, Peter St., London, 1, have large stocks of spares; reconditioning of cars and preselective gear boxes undertaken.—Tel. Deansgate 10604-R.

PASS & JOYCE, Ltd., 10, Peter St., London, 1, offer:—

TOULWORTH MOTORS, Ltd., offer:—

1954 Model DB2-4, 20,000 miles, radio, immaculate; £1,150. [C4081]

1954 Model DB2, 19,000 miles, Vantage engine, Alfin drums, twin exhausts, radio, specimen car; £1,595.—Kingston By-Pass, Tolworth. Eimbridge 2254. [C4081]

HW MOTORS, Ltd., offer:—

1952 Aston Martin DB2 drop head coupe, black/red upholstery, just passed by works: £1,150.—Bridge Motor Works, Walton-on-Thames, 2404-5-6. [C2042]

ROSE & YOUNG, Ltd., offer:—

1952 Aston Martin DB2 saloon, fitted radio, immaculate, chrome wheels, twin exhausts, spot lamp, exceptional condition; £1,395.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057]

CHALES FOLLETTE, Ltd., offer:—

1955 Aston Martin DB2-4 saloon, metallic blue, spindrift reading 3,900 miles, radio, really super condition; £1,225. [C4081]

1952 Aston Martin DB2 saloon, finished black with beige upholstery, loose covers, this is an exceptional car, has had many chassis and body modifications, extremely sweet runner, very fast, extras include radio, heater, discs, special horns, parking lights, white metal, special twin-exhaust system and special dashboard; £1,575.

PART exchange and H.P. facilities.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores—Barnsley Yard, off Eign Ave., W.9. Cunningham 5936. [C2010]

BRICKLANDS, London distributors.

ASTON MARTIN DB3S, competition car.

1955 DB2-4 saloon and coupe, available demonstration. Series Aston Martin DB2-4 saloon, radio, immaculate.

1953 Aston Martin DB2 vantage engine d.h. coupe, radio.

BUY or sell with confidence; cars purchased for cash.

103, New Bond St., London, W.1. Mayfair 8351. [C1029]

GUY SALMON AUTOMOBILES offer:—

1953 Aston Martin DB2 drop head coupe, 25,000 miles, immaculate condition throughout; £1,250.—Portsmouth Rd., Thames Ditton. Emberwell 5551-2-5. [C4040]

HOLLAND PARK AUTOMOBILES offer:—

1955 DB2-4 d.h. coupe, cream, red leather, radio, 9,000 miles, immaculate; £1,255.

1954 DB2-4, 21,000 miles, supercharged; £1,950. [C4028]

CARTWRIGHT, HAMILTON CARS, Ltd., offer:—

1954 (August) Aston Martin DB2-4 2.9-litre, 12,000 miles only; a very fast and immaculate example, complete with radio and heater; £2,280.—Kensington High St., W.14. Western 0207. [C1054]

ATHONY CROOK.—New and used Astons in stock, new DB2-4, green and beige, in stock.—Caterham Hill, Surrey. Tel. 2232. [C1063]

1954 Aston DB2-4 saloon, under 15,000 miles, one careful owner, perfect throughout; £1,250.—Advertiser, 2, Leigh Rd., Bristol 8. Tel. Bristol 7805. [C237]

1954 (Sept.) Aston Martin 3-litre DB2-4, blue with blue leather, 3,100 miles, as new; £2,195.—Creed, Link End, Malvern, Tew. 1150. [C4034]

265—Aston Martin 1938/19 short chassis drop head coupe, new hood, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C4018]

1953 Aston Martin DB2, blue, tawny leather, many extras, one owner, guaranteed 15,000 miles only; new X-type a specimen car throughout; £1,550. exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, London, W.11. Bay. 4274. [C4055]

J. H. BARTLETT—Aston Martin, 1953, 3-litre, DB3, competition sports 2-seater, 12,000 miles, almost unmarked; £1,450.—Aston Martin, 1952, DB2 saloon, 12,000 miles, very carefully finished in dark green with red leather upholstery; £1,225.—Pembrey Villas, W.11. Bay. 0525. [C1013]

ASTON MARTIN 3-litre saloon, Feb., 1955, blue, haze with grey leather upholstery, over £100 extras including Alfin brake drums, mileage under 9,000, one owner, taxed 31.12.55; £2,350.—Harpenden, 118, High Street, Harpenden, Herts. Tel. Western 2212. [C2006]

Aston Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. [C4018/R]

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor, Windsor 2002-3. [C798/R]

Aston Martin Spares and Service
FRIARY MOTORS, Ltd., sole suppliers of spares, including reconditioned engines for all Aston Martin cars produced up to 1940; specialised servicing facilities! [C799/R]

PRE-WAR chassis spares including alloy drums, hubs, plates and shoes, rebuilt wheels, 15in. and 17in. springs, steering gear, etc.—104, Cambridge Rd., Teddington, Middlesex. [C790]

AUSTIN SEVEN
SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:

1938 Austin 7 Ruby tourer, £165; 1939 Austin Big 7 Ruby, £195-355, High Rd., Wembley, Middx. Tel. Wembley 1424-5. [C1015]

AUSTIN 7, Tel. Wembley 1424-5, 1952, £1911-2, Lower Crescent Drive, Petts Wood, Kent. [C1016]

1938 Big 7 tourer, one careful owner, low mileage, exceptional condition; £175.-2, Lower Crescent Drive, Petts Wood, Kent. [C1017]

BUTONS, Ltd., 1952, 2-seater, showman condition, well shod; £125. Terms, exchanges; 11a, Lexham Gardens, Mews, W.8. Fremantle 9129. [C1018]

AUSTIN SEVEN.—Austin 7 Ruby, £165. Terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead 6041. [C4018]

AUSTIN A30
CAR MART, Ltd.

LONDON distributors.

1954 Austin 7 Ruby, £165. Terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead 6041. [C4018]

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AUSTIN 7 Ruby, £1

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN EIGHT

H. BEART & Co., Ltd., offer:-

AUSTIN 8hp 4-door de luxe saloon (first registered December, 1949), finished in black with brown upholstery, property of one owner from new, immaculate condition; £225.—102, London, S.W. and High Road, Edmonton, N.E. [C108]

KELVIN-ON-THAMES, KINGSLEY 3540.

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:-

1939 Austin 8, choice of two; £225.—1940 Austin 8, 4-door, fitted heater; £215.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

1939 10 Austin 8 tourer, morso, 30mpg, excellent throughout; £150.—128, High St., Olney, Bucks. Olney 366. [C1919]

1939 4-door de luxe saloon, black, red leather, excellent condition, two owners, full history known; £225.—Box 45.

AUSTIN 8, 10, 12—4-door saloon, good condition, engine overhauled, brakes re-lined, all bills; £215.—1, Longberries, Cricklewood Lane, N.W.2. Speedwell 5588.

1946 Austin 8 4-door saloon, in exceptional condition throughout; £355. Terms, exchanges, —Newbury Cars, Muswell Hill, N.10. Tudor 3540. [C1940]

1939 (Sept.) Austin 8 4-door de luxe saloon, good tyres, taxed end of year and in excellent condition throughout; £215.—110. Battersea Rise, S.W.11. Battersea 0349. [C1096]

BRUTON'S—1940 Austin 8 2-door saloon, black, recent reconditioned engine, showroom condition, taxed; £225. Terms, exchanges—ia, Lexham Gardens Mews, W.8. Fremantle 9129. [C1104]

Austin Eight Cars Wanted

PRIVILEGED OWNER Austin 8—5, Brad Court, Kingston Hill, Surrey. Tunbridge Wells 2765. [C2037]

WANTED from private owner 1947 Austin 8—5, Epsom Park, M.S. Can. 1650.

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8—Hampstead (Tube). N.W.3. Ham 6041.

H. SAUNDERS require 8hp saloons for cash or in part exchange—144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004]

AUSTIN TEN

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:-

1947 Austin 10, 10, heater; £265.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

1939 saloon, drop side bonnet, a really nice car, specimen, ready for immediate use to go to any part of the country; £250.—Rivers, Bloxham, Banbury, Oxon. [C1927]

BRUTON'S—1945 Austin 10 saloon, black, excellent condition, taxed; £245.—Terms, exchanges—ia, Lexham Gardens Mews, W.8. Fremantle 9129. [C1104]

BRUTON'S—1950 Austin 10 open tourer, engine re-bored, chassis overhauled, new hood, excellent tyres, immaculate; £175. Terms, exchanges—ia, Lexham Gardens Mews, W.8. Fremantle 9129. [C1104/1]

2951 1948 Austin 10 1947 de luxe engine, sliding head, leather, reconditioned engine, terms, exchanges—ia, Lexham Gardens Mews, W.8. Saturday, Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

Austin Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10—Hampstead (Tube). N.W.3. Ham 6041. [W4018/R]

H. SAUNDERS require 10hp saloons for cash or in part exchange—144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004]

AUSTIN A40

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. offers:-

1954 Austin 8A, beige, heater; £225.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

WM

1954 Austin A40 drop head coupe, mileage 20,000, grey, an immaculate car; £645.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [C4049]

CAH MART, Ltd.

LONDON distributors.

1954 Austin A40 Somerset saloon, heater, black with brown upholstery; £635.

CAH MART, Ltd., 297, Euston Rd., London, N.W.1. Euston 1212. [C1039]

RAYMOND WAY.

RAYMOND WAY, East London Branch.

1951 4-door saloon, black with brown leather, many extras include heater, tartan loose covers, rim embellishers, Votex spots, wine mirrors, overriders etc., 6 months written guarantee; 469mrs. or £100 deposit, payable 24 months.

EASY hire purchase on the spot with no references, no formalities or guarantees; part exchange on your present car or motor cycle; always a huge selection of pre- and post-war cars to choose from.

RAYMOND WAY, 3095, High Rd., Seven Kings. Tel. Seven Kings 3095.

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam, Commer.

1949 Austin A40 Devon saloon, fitted radio, etc.

1st-class condition; £415.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [C3080]

J. HUNTER, Ltd., offer:-

1953 Austin A40 fourdrain coupe, superior condition throughout; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 3303. [C2040]

H. SAUNDERS, Ltd., offer:-

CHOICE of several small mileage models; from £545.

836—342, High Rd., N.12. Hillside 5272 (2 lines). [C2027]

AUSTIN A40

HW MOTORS, Ltd., offer:-

1952 Austin Countryman A40, wood body, new tyres; £515.—Bridge Motor Works, Walton-on-Thames 2404-5. [C2042]

GLANFIELD LAWRENCE, offer:-

1954 Austin A40, black, exceptional condition, one owner; £645.—807, High Rd., N.12. Finchley 0091. [C2053]

PHILIP RICKARDS, Ltd., offer:-

1954 (June) Austin A40 Somerset saloon, black/brown, full de luxe with radio and sun roof, 11,000 miles; part exchange deferred terms—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4722-3. [C2051]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:-

1950 Austin A40, saloon, good, heater, sun roof, Middx. Tel. Wembley 4422. [C4015]

(November) Austin A40 Somerset, blue, heater, sun roof, 11,000 miles; part exchange deferred terms—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4722-3. [C2051]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:-

1950 Austin A40, saloon, £450.—1952 Austin A40 Countryman, £495.—355, High Rd., Wembley Middx. Tel. Wembley 4422. [C4015]

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1950 Austin A40, saloon, £450.—1952 Austin A40 Countryman, £495.—355, High Rd., Wembley Middx. Tel. Wembley 4422. [C4015]

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SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:-

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN TWELVE

1937 Austin 12 de luxe, taxed, immaculate, black. £155.—Whitstable 3750.

£145 —Austin 12 4-seater tourer, literally in almost original works condition. Evenings: Guildford 4822. [C1024]

1939 Austin 12/4 de luxe saloon, clean condition: £225 or £75 down.—Bray Motors, 180-184, West End Lane, N.W.8. Hampstead 6490. [C1024]

£225 —Austin 12 saloon, 1939 model, in original condition.—Norman Austin, 344-350 London Rd., West Croydon, Surrey. Tel. Thornton Heath 6657. [C4089]

145 —Austin 12 1937 saloon, fawn, sliding head, beige leather, very good condition, terms, exchanges, list open 9-7 week-days and Saturday: Rowland Smith, Hampstead (Hampstead (Tube), Hampstead 6041). [C4018]

Austin Twelve Cars Wanted

R OLAND SMITH'S, the Car Buyers—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.8. Ham. 6041. [W4018/R]

AUSTIN SIXTEEN

1948 Austin 16 saloon, cream/brown leather, one owner, radio and heater, exceptional condition; £385.—407, High Rd., N.12. Finchley 0091. [C2053]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, 1255-355, High Rd., Wembley 1948 Middx. Tel. Wembley 4422. [C4015]

A & S Guaranteed 16hp Hire Limousines. Choice of several 1950/1955 from £355-£835. [C1006]

AUGUST 1955, one private owner, heater, low mileage. [C1006]

ALPE & SAUNDERS (Limousines Purchased) Providence Court, North Audley Street, Mayfair 2941. [C1006]

H EARSHEES, Hearshees, Hearshees. We can supply hearses or decked hearses on the 16 h.p. chassis. Brochures available. [C1006]

ALPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kent Gardens, Richmond 1102. [C1006]

1947 Austin 16, splendid vehicle; £305.—Smethwick 2312. [C4019]

1949 Austin 16 saloon, sound car throughout, bargain gain: £325.—A.Z. Motors, 100, Palmerston Rd., N.W.6. Tel. 4725. [C1011]

1946 Austin 16hp saloon, black/blue, spotless, good tyres ex cond.; £265.—Dorking Motor Co. Ltd., Dorking 2256. [C1088]

HIRE car limousine, small mileage, 1952, carefully maintained, excellent throughout; £765.—Kenrick Place, South Kensington 6916. [C1008]

1946 Austin 16, saloon, a good car in exceptional condition; £225.—John Whaley, Ltd., London Bishop's Stortford. Tel. 181-2. [C4051]

1948 Austin 16 saloon, taxed; £220, payments, £1319. Vaughan, 17, Astwood Mews, S.W.7. [C4078]

1949 (March) 16 saloon, radio, heater, many extras, outstanding condition; £395.—Tolworth Motors, Kingston By-Pass, Elmbridge 2254. [C4081]

1949 Austin 16, dark green with brown interior, very good condition throughout; £385.—Webyard Automobiles, Ltd., Queen's Rd., Leytonstone 2353. [C1063]

1949 Austin 16 saloon, black, brown leather interior, built-in heater, sun roof, engine, brakes and steering overhauled, one owner; £395.—Hillwood Motors, Mill Hill (London) 4238. [C1077]

1950 model Austin 16 hire limousine, wonderful condition, face forward occasions; £545. Swanmore Garage, Ltd., 1176, Christchurch Rd., Boscombe E., Bournemouth. (Phone Southbourne 43544). [C4024]

1948 (April) Austin 16 saloon, privately owned, finished black, brown leather upholstery, fitted radio, heater, sun roof, engine, brakes and steering, one owner; £395.—Swanmore Garage, Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018]

Austin Sixteen Cars Wanted

1948-9 Austin 16, must be specimen.—Gerrards Cross 2077. [C1023]

A & S Limousines, 16hp Hircars required urgently, good prices for genuine vehicles. [C1023]

ALPE & SAUNDERS LTD., Providence Court, North Audley Street, London, Mayfair 2941. [W1010]

R OLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.8. Ham. 6041. [W4018/R]

HIRECAR limousine, 1951-2, 5-3, urgently required. Details, please.—"Woodbury," Sheen Common Drive, Richmond. [W1103]

AUSTIN A70

HPG 1954 Hereford saloon, well maintained and care fully used, spotless grey cellulose with navy leather interior, fitted sliding roof, heater. Motorola radio, screen washers; taxed for the year; £665 or fair offer; terms, exchanges—Highams Park Garages, Ltd., Beverley Rd., Highams Park, E.4. Larkswood 7206-2051.

CAR MART, Ltd.

LONDON distributors.

1954 Austin A70 Hereford saloon, sliding head, blue with blue upholstery; £675. [C1039]

1952 Austin A70 Hereford saloon, heater, black with brown upholstery; £545. [C1039]

H. A. SAUNDERS, Ltd., offer:—

C CHOICE of several small mileage models; from £595. 836-842, High Rd., N.12. Hillside 5272 (8 lines). [C2027]

HW MOTORS, Ltd., offer:—

1952 Austin A70 Hereford saloon, beige/brown uphol., heater; recently overhauled by us; exceptional: £550.—Bridge Motor Works, Walton-on-Thames 2904-5-6. [C2042]

The Autocar

AUSTIN A70

WARWICK WRIGHT, Ltd., offer:—

1954 Austin A70 Hereford saloon, black with red uphol., fitted heater, 7,000 miles; £695. [C1045]

W ARWICK WRIGHT, Ltd., 150, New Bond St., W.1.

LLAN TAYLOR (MOTORS), Ltd., offer:—

1950 Austin A70, grey, heater, taxed to December; £425. [C1037]

HIGH ST., Wandsworth, S.W.18. Tel. Vandyke 7222 (10 lines).

HENDON CENTRAL GARAGE, Ltd., offer:—

1953 Austin A70 saloon, fitted heater, taxed year, one owner, 15,000 miles only, an exceptional car; £610. [C1037]

A 70 saloon, one owner since new, fitted radio, heater, £610. [C1037]

MOTOR CAR choice of two; £495.—Watford Way, London Central, N.W.4. Tel. Hendon 5084-5. [C2034]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1953 Austin A70, one owner, radio, heater, etc. £610. [C1037]

M ARLBOROUGH WORKS, Kenton. Tel. Wordsworth 7805 (5 lines).

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1951 Austin A70, Countryman, £495; 1951 Austin A70 utility, £495.—555, High Rd., Wembley, Middx. Tel. Wembley 4422. [C1013]

£595 !!—1953 Austin A70 de luxe saloon, immaculate and in fine original condition. [C1013]

AMBS OF WOOD GREEN (Est. 1897).—100 guarantee!—Leeds cars; exchanges; hire purchase; 421-423, High Rd., Finchley (East Finchley Underground). Finchley 2222-5-4.

1950 Austin A70 saloon, blue, fitted heater. [C1075]

DUGLAS CAR SALES, 21, High St., Waltham Cross. Tel. Waltham Cross 4923-4124. [C1075]

A 70 (Oct. '52), one owner, heater, radio, covers, new tyres; £565.—Gipsy Hill 0678. [C1078]

1952 Austin A70 Hereford, heater, £610. [C1037]

£515 !!—1952 Austin A70 Hereford de luxe saloon, immaculate and spotless car, being sold at bargain price.—Below. [C2052]

£595 !!—1953 Austin A70 de luxe saloon, immaculate, cult car like brand new. [C2052]

AMBS OF WOOD GREEN (Est. 1897).—100 guarantee!—Leeds cars; exchanges; hire purchase; 421-423, High Rd., Finchley (East Finchley Underground). Finchley 2222-5-4.

£595 !!—Austin A70 saloon, blue, grey, pigskin coloured leather. [C2052]

A 90 convertible, green, flashing trafficators, 1950 model; £625; owner going abroad would consider good offer for quick sale. [C2052]

£495 !!—1951 Austin A90 Atlantic sports saloon, immaculate, spotless condition, choice 3, also an A90 drop head coupe in beautiful and unusual condition. [C2052]

AMBS OF WOOD GREEN (Est. 1897).—100 guarantee!—Leeds cars; exchanges; hire purchase; 421-423, High Rd., Finchley (East Finchley Underground). Finchley 2222-5-4.

£595 !!—Austin A90, fast car, showroom condition; £495. [C2052]

AMBS OF WOOD GREEN (Est. 1897).—100 guarantee!—Leeds cars; exchanges; hire purchase; 421-423, High Rd., Finchley (East Finchley Underground). Finchley 2222-5-4.

£595 !!—Austin A90, fast car, in superb condition from new and it is unsurpassed for exhilarating performance combined with fuel economy; £595.—Hillwood Motors, Mill Hill 4232. [C1013]

1951 Austin A90, black, heater, one owner has maintained this very popular model in superb condition from new and it is unsurpassed for exhilarating performance combined with fuel economy; £595.—Hillwood Motors, Mill Hill 4232. [C1013]

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4½-litre and New 4½-litre)**C
M
C**
CAR MART, Ltd.**1950** Bentley 4½-litre standard steel saloon, sliding head, black with brown upholstery; £2,200.**CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 3434. (C1098)****TAYLOR & CRAWLEY offer:-****1954** (Oct.) Bentley Mk. VI type, with automatic gearbox, Harold Radford Countryman body, 7,000 miles only, cost nearly £6,000, price £2,750.**1948** very complete overhaul history, excellent condition; £1,395.**1948** (Oct.) Bentley Mk. VI standard steel saloon, starts very good order; £1,350.**1947** (Nov.) Bentley Mk. VI standard steel saloon, one owner, 38,000 miles, dual grey, quite immaculate; £1,495.**42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Grosvenor 8888. (C4036)****MANN EGERTON & Co., Ltd.****1954** Bentley sports saloon, automatic gear, grey and green, 13,000 miles.**1953** Bentley sports saloon, black, brown leather, 13,000 miles.**1953** Bentley sports saloon, grey, grey leather, 29,000 miles.**1952** Bentley Mk. VI 4½-litre saloon, blue, 36,000 miles.**1951** Bentley Mk. VI steel saloon, black, brown leather, 29,000 miles.**MANN EGERTON & Co., Ltd.****14, Berkeley St., W.1. Hyde Park 2073. (C2006)****MASCOT MOTORS, Ltd., offer:-****1937** 4½-litre Park Ward drop head; £675.**1937** 4½-litre H. J. Mulliner sports saloon, choice of 2: from £650.**237, Kensington High St., W.10. (C3007)****CREST OF BOURNEMOUTH offer:-****1947** Bentley Mk. VI standard saloon, just overhauled by maker's agents, superb example; £1,475.**1939** Bentley 4½ razor-edge saloon; £295.**1938** Bentley 4½ drop head coupe; £275.**1937** Bentley 4½ saloon by Gurney Nutting; £685.**CREST OF BOURNEMOUTH, 14, Westcliff Rd., Bournemouth 7160. (C1098)****CHIPSTEAD MOTORS, Ltd., offer:-****£685**—April 1937, sports saloon, black, grey, bills of exchange, £685.**SHOOTING brake (Sept.), 1935, beautiful condition throughout, Perspex roof, etc.; £545.****CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/725/7154. (C1046)****H. A. SAUNDERS, Ltd., 51 Worcester.****1936** (December) Bentley 4½-litre saloon, coachwork by Park Ward, unusually fine example; £595.**AUSTIN House, Castle St., Worcester. Tel. 2369. (C4005)****GUY SALMON AUTOMOBILES offer:-****1952** Bentley Mark VI standard steel saloon, 4½-litre, small body model, 27,000 miles, faultlessly maintained; £2,750.**1950** (Oct.) Bentley Mark VI standard steel saloon, black/beige leather, 60,000 miles, faultlessly maintained by one careful owner; £1,950.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. (C4001)**WESSEX MOTORS, New St., Salisbury.****PART of the Henly Organization.****1950** (May) standard steel saloon, finished in duo tone, dove grey and dark blue with blue trim and whitewall tyres, choice of two. Tel. Mr. Moults at Salisbury 755-756.**WESSEX MOTORS, New St., Salisbury. (C4067)****BROUGHTON'S OF CHELTENHAM offer:-****1953** Bentley (Sept.) Freestone & Webb wide body saloon, black with maroon leather, mileage 12,500, one owner, immaculate condition throughout.**1951** Bentley (Jan.) Park Ward fixed head coupe, dual green, grey leather, mileage 41,000, excellent condition; £1,450.**S. F. BROUGHTON & Co., Ltd., Grove Garage, High St., Cheltenham. Tel. Cheltenham 2285. (C4061)****THE UTILITY VEHICLE CENTRE offer:-****1937** Bentley 4½ Park Ward sports saloon, recently completely overhauled, in excellent condition; £1,000.**100** (Private Branch Exchange). (C4072)**K NIGHTSBRIDGE MOTORS, Ltd., offer:-****1947** (March) Bentley Mark VI special lightweight sports saloon by H. J. Mulliner; this striking and unique car has an excellent performance record, has been fully overhauled and modified to the late-type full-flow lubrication system, and various other modifications (£500 spent); new set Michelin tyres, beautiful grey coachwork and brown hide interior; £1,685.**1934** (August) 3½-litre Bentley sports saloon by Freestone & Webb; 2 owners only since new, excellent history and very pretty 4-door coachwork with large rear boot; £485.**Robert Mews, Lowndes Place, Belgrave Sq., London, S.W.1. Grosvenor 4056. (C2056)****WOKING MOTORS, Ltd., offer:-****1951** Mark VI Bentley saloon, midnight blue, loose covers, chauffeur kept, nominal mileage; £1,975.—Maybury Hill Garage, Woking 4277-8. (C4057)**BENTLEY (3½, 4½-litre and New 4½-litre)****1937** Bentley 4½-litre 4-door sports saloon, black, recent £200 overhaul; £625.—Jennens Bros., Sutton Coldfield 2264.**S. WANMORE GARAGE, Ltd., Bentley specialists.****£2,575**—Bentley Mk. VI 4½-litre, big bore, dual silver coachwork, absolute unmarked.**£1,875**—Bentley Mk. VI 1947 special James Young 4½-door saloon.**£835**—Bentley 4½ 1936, by Park Ward, very wonderful condition.**£875**—Bentley 4½ sedan coupé by Gurney Nutting, positive magnificence (accounts £1,200).**£675**—Bentley 4½ 1936 saloon by H. J. Mulliner, wonderful history, absolutely magnificent condition.**S. WANMORE GARAGE, Ltd., 176, Christchurch Rd., Boscombe E. Bournemouth. (C4034)****JACK OLDING & Co. (MOTORS), Ltd., offer:-****1954** 4½-litre standard saloon, black/brown hide, automatic, one owner; £3,975.**1952** 4½-litre H. J. Mulliner lightweight saloon, black/tan hide, one owner; £3,550.**1937** James Young saloon, metallic grey/grey hide, one owner; £2,225.**A 5242, Audley House, North Audley St., W.1. Mayfair. (C3030)****CARTWRIGHT, HAMILTON CARS, Ltd., offer:-****1949** H. J. Mulliner sports saloon, this car is now ready, for full details and price please contact London office: 282, Kensington High St., W.14. Western 0207.**1947** Bentley Park Ward 4½-litre, chassis No. 1912.**1947** Bentley Mk. VI standard steel saloon, main-tained most carefully; £1,475.**GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Grosvenor 4466. (C1022)****CHARLES FOLLIETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers; offer:-****1950** (June) Bentley Standard steel saloon, dual chassis, grey, 37,000 miles only, really outstanding in every respect, guaranteed: H. F. facilities part exchange; £2,250.**SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.****SERVICE: Works and stores, Barnards Yard, off Elgin Ave., W.5. Cunningham 5386. (C2010)****1947** Bentley 4½ James Young razor edge saloon, black/beige leather, radio, Bentley history; £1,895. Odeon Motors, Ltd., Earls Court.**1938** (July) 4½-litre Bentley Park Ward pillarless saloon, black with beige leather upholstery, immaculate condition; £750.—Wardour 4503. (9192)**1938** Bentley 4½ Park Ward saloon, black/blue, with beige hide upholstery, very good chassis, regularly £2,775.—Belvoir 4275.**1936** Bentley Park Ward drop head coupe, black/grey hide upholstery, history available, mileage approx. 100,000; £595.—Below.**1935** Bentley 3½ Park Ward saloon, black/grey hide upholstery, in good condition throughout; £1,475.**A 7, Weybridge Automobiles, Weybridge 233. (C1041)****1950** (August) Bentley 4½ standard steel saloon, black, beige leather, known history, outstanding condition; £1,850.**1947** Bentley 4½ standard steel saloon, black, brown leather; £1,235.**C. CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4727. (C1048)****1952** (Sept.) Bentley R type saloon with large door, finished with maroon hide, 21,200 miles, one owner; £3,150.**1950** Bentley Mk. VI Freestone and Webb 4-door 6-light saloon, black with blue hide, all modifications carried out and carefully maintained by one owner; £2,250.—Castles, Church Gate, London, E.14. (9235)**1951** Bentley saloon, H. J. Mulliner, one owner, chauffeur kept, immaculate in every detail; £2,750.—23, Dean Park Rd., Bournemouth 7160. (C1099/1)**1932** Bentley 4½-litre sports saloon, in outstanding condition; £195 or £65 down.—Bray Road, 180-184, West End Lane, N.W.3. Hampstead 6190. (C1040)**S. ANDERSON & HOLMES, Ltd., the official Roll-Royce and Bentley retailers, offer:-****LONDON Ed., Derby. Tel. 47471-8. (C4073)****1924** 3½-litre Bentley (Red Label), excellent condition throughout, Vanden Plas coachwork; £295.—"Osterley," North Halling, Rochester, Kent. Tel. Snodland 6349. (9491)**BENTLEY (3½, 4½-litre and New 4½-litre)****1947** Bentley saloon, standard steel body, radio, £2,000 miles, immaculate condition throughout; £1,295.—Ashall, 211, Tarbock Rd., Huyton, Nr. Liverpool. Huyton 3732. (9280)**BENTLEY 1951 (May) 4½-litre, colour dark metallic green, full Bentley history, in absolute showroom condition; price £2,350.—Maidenhead Autos, Ltd., Bath Rd., Taplow, Bucks. Tel. Maidenhead 4242.****LATE 1949 sports saloon by Hooper, finished in primrose and black with brown leather upholstery, mileage 44,000, excellent condition throughout.—W. A. Birtwistle, Ltd., Albion Mill, Rawtenstall, Rossendale. Lancs. (9246)****BENTLEY 1939 4½-ltr. overdrive, Park Ward, drop head coupe, grey metallic, radio, heater, etc., history available; £290; terms and exchanges.—Hunt's (Birmingham), Ltd., 199, Hailey Rd., Birmingham, 14. Tel. Edgbaston 2921. (9248)****1936-7 Bentley 25hp Sportsman's 2-door 4-seater saloon, chassis No. E-77-1, fitted radio, many extras, tax-free, in really magnificent condition throughout; £450.—Temple Cars, 150, Burton Rd., Derby. Tel. Derby 4561. (9295)****1935 (Mar.) Bentley 3½-litre Thrupp & Maberly sports saloon, grey, grey hide, radio, good engine, just reboxed and not yet run in, ride controlled, tax-free; £525.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431. (9218)****1952 (July) 4½-litre Bentley Countryman saloon finished by Harold Radford Coachbuilders, Ltd., in black with red upholstery, genuine total, 17,000 miles, one owner, well maintained by us and in immaculate condition; £5,650.—Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Kensington 6642 (5 lines). (9218)****1951 (July) H. J. Mulliner 4-door special body saloon, one owner and chauffeur kept from new; excellent history, colour black with beige leather, radio, heater, screenwiper, etc., originally registered December 1950, the original car as brand new in every way, reasonable price.—"Stresa," Cliff Drive, Canford Cliffs, Bournemouth. Tel. Canford Cliffs 77752. (C4088)****£1,995—1948 (June) Bentley 4½-litre Mark VI standard steel saloon, ex titled owner, only 17,000 miles since 1950, complete works overhaul, accounts available, fitted radio, heater, spotlamp, tax-free December; full Bentley history; written guarantee.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. (C1018)****BENTLEY (PRE 1931)****4½****A 1930 (December) Vintage Bentley 4½-litre, mechanically sound and in extremely good order, having been recently overhauled; fitted with a new close-coupled coachbuilt 4-seater body in 1953. Finished in black with a new black hood; the most worthwhile 4½-litre we have seen for a long time; £2,250; fair price; photographs, full details, terms, exchanges.—Highams Park, London, E.4. Larkwood 7208/2031. (C1086)****1929 Bentley 4½-litre tourer, owned by enthusiast, very nice condition; we have been instructed to sell to a good home.****PRICE 300guineas.****SANDERSON & HOLMES, Ltd.,****THE Rolls-Royce and Bentley official retailers,****LONDON Ed., Derby. Tel. 47471-8. (C4073)****1924 3½-litre Bentley (Red Label), excellent condition throughout, Vanden Plas coachwork; £295.—"Osterley," North Halling, Rochester, Kent. Tel. Snodland 6349. (9491)****Bentley Care Wanted****C****CAR MART, Ltd., official retailers, are anxious to purchase Bentley cars and will pay attractive prices for those in exceptional condition.****CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. Grosvenor 4054. (1099/R)****R****LOWLAND SMITH'S the Car Buyers.—Highest cash prices for Bentley. Hampshire (Tube), N.W.3. Ham. 6041. (W4018/R)****JACK OLDING & Co. (MOTORS), Ltd., official retailers, purchase good used Bentley cars.—Audley House, North Audley St., W.1. Mayfair 5242. (W3030)****CASH buyers of Bentley cars.—Swannmore Garage, Ltd., 116, Christchurch Rd., Boscombe E. Bournemouth. Tel. Southbourne 43544. (C4024)****XXX Excellent cash prices for good Bentley cars.—R. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0912. (W2005)****We will buy or part exchange your Bentley for a new one.—Lowndes, Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 2425. (W2064)****WANTED for private customer, 1953 or 1954 Bentley, black and beige or black and tan. Comerford, Ltd., Thames Ditton, Surrey. (1916)****M. K. VI d/h coupé required, history essential.—Bolton of Leeds, Ltd., Harrison St., Briggate, Leeds, L. Tel. 2014. (9148)****WEYBROOK AUTOMOBILES, Ltd., officially appointed special retailers, urgently require site type Bentleys. Tel. Weybridge 253.****We are open to purchase any type pre-war Bentley, complete or otherwise.—Compton of Bestow St., Crystal Palace, S.E.19. Livingstone 5522. (1002/R)****BENTLEY 1948/50 standard steel saloon, nominal miles, colour black, history, many extras; etc.—Autowork, Ltd., Southgate St., W.1. Tel. Southgate 3018. (9256)****WANTED private buyer, car waiting.—Write Johnson, 41, Agnes Rd., B. Ham. 15. Tel. South 3018. (9256)****Bentley Spares and Service****All spares and replacements for pre-war Rolls-Royce; full repair service at most favourable prices.—Compton of Bestow St., Crystal Palace, S.E.19. Livingstone 5522. (1040/R)****BENTLEY 1948/50 standard steel saloon, nominal miles, colour black, history, many extras; etc.—Aanger Motor Co., Birmingham, Ltd., 187, Broad St., Birmingham, 15. Midland 6311. (9465)****Bentley Spares and Service****All spares and replacements for pre-war Rolls-Royce; full repair service at most favourable prices.—Compton of Bestow St., Crystal Palace, S.E.19. Livingstone 5522. (1040/R)**

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

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A SERVICE unequaled.
S OFFICIAL repairer Bentley cars.

SERVICING or overhauls.

COACHWORK renovations and accident repairs.

SPARES all models.—Tel. Flaxman 2225 (5 lines).

JACK BARCLAY (SERVICE), Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). [SW1062/R]

JACK

OLDING & Co. (MOTORS), Ltd., official Bentley service agents and manufacturers—84-90, Holland Park Ave., Kensington, Park 5077.

SERVICE reception in Mayfair, 18, Providence Court, North Audley St., Mayfair 5242. [SW3030]

CHARLES POLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts

SERVICE: Barnsdale Yard, off Elgin Ave., W.3. Tel. Cunningham 5956-7-8. [0595/R]

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond—Hampstead (Tube). N.W.3. Ham, 6041. [W4018/R]

PRIDE & CLARKE, Ltd., Bond Minicar buyers, h.p. accounts settled; exchanges.—Stockwell Rd., S.W.8. [W3068/R]

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicars, repairs, spares and service under Bond terms, special management job too small or too small, free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY OF KILBURN. [0627/R]

BORGWARD

1955 Borgward Isabella 1500 saloon, colour blue/red, leatherette upholstery, genuine mileage under 150, taxed to end of year (owner unable to take delivery), absolutely as new; price £1,145. [0618/R]

MARTIN WALTER, Ltd., 145-7, Sandgate Rd., Folkestone (Tel. 3103). [0242]

BRISTOL

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0618/R]

1953 Bristol 403 saloon, single owner, possibly the best Bristol in the country.—Light Car Co. (Quality Cars), Derby. Tel. 43658. [0842]

ANTHONY CROOK.—Find and try the new 403, 110/115mph, 25mpg 4-door 4-seater, equally suitable for town (15mph in top) or country; order accepted.

ANTHONY CROOK 1954 403, 4-door saloon, very fine, mileage 1954, 404 short chassis 2-door sports saloon, £2,395; 1954 403 2-door saloon, engine modified to 404 sports (110mph), small total mileage, specially painted in 1953 Bristol colour £2,200; 1953 403 2-door saloon fitted some 1954 features, £1,950; 1953 403 2-door saloon, very low total mileage for this model £1,400; 1952 403 2-door saloon, supplied and maintained by us, radio, £1,250; 1950 402 drop head coupe, £900.

ANTHONY CROOK, constantly changing stock of Bristol, British Rail, all types recommended engines etc. in stock, ready for immediate fitting by works trained personnel; expert after sales service for new and used Bristol supplied by us; we have been leading distributors of the Bristol car since its origin.

ANTHONY CROOK, Standard High Street, Hareholt, Tel. 4500. 20 minutes Waterloo Bridge, Baker Rd., Hareholt (Walton-on-Thames 667), 20 minutes Waterloo. [C1063]

1949 (Sept.) Bristol 400, radio, heater, very well kept and attractive car: £755.—Taylor & Crawley, Hyde Park Corner, 35, Grosvenor Crescent Mews, &c. Tel. 5213. [04056]

1948 Bristol 2-litre sports saloon, modifications in 401 Type engine, exterior spare wheel etc.; open to any examination: £755; exchanges.—Weymouth Service Depot, Ltd., Hatfield 2178. [0520]

1951 Bristol 1951 "401" in maroon, radio, heater, B-405" brakes, history available: £1,275; terms and exchanges.—Hunt's (Birmingham), Ltd., 199, Hader Rd., Birmingham 16. Tel. Edgbaston 2022.

J. R. BARTLETT.—Bristol, late type 400 saloon, modified 5cc engine, special rear seats at cost of nearly £400; Bristol's, built available; a really superb example with every feature of equipment; £900. [C1015]

BRISTOL. If you're seeking a Bristol 2-litre saloon, used or new, you cannot afford to ignore the Bristol distributors; demonstration 403 available any time; distance no object; part exchanges and confidential terms with pleasure; catalogue by return post.—Charles Crickenden Motors, The "Bristol" centre of Bristol. Tel. 2500. [0474/R]

Bristol Cars Wanted

GOOD Bristol 401 required.—Ross Motors, Ltd., Hinckley, Leics. Tel. Hinckley 558. [07453]

PRIVATE purchaser, about 1949-50 Bristol 89. [0510]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube). N.W.3. Ham, 6041. [W4013/R]

XXX Excellent cash prices for good Bristol cars.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003]

YORKSHIRE'S Bristol distributors require good 403, history essential.—Bolton of Leeds, Ltd., Harrison St., Briggate, Leeds. Tel. 2014. [0914]

BRITISH SALMON

BRITISH SALMON 1957 20/20 2 seater sports, good condition, fast, reliable.—Sprague, 30, Camden Hill Gardens, W.3. [0303]

E.S.A. Spares and Service

BAWNS BRISTOL, Ltd., for genuine Scout spares, also some second-hand.—170, Coronation Rd., S. Tel. 63025. [0277]

B.B.A. Spares and Service

BASIL ROY, Ltd.—B.B.A. (Scout model); spares comprehensive stock, wholesale and retail—161, Gt. Portland St., W.1. Langham 7733. [0144/R]

BUGATTI

BUGATTI 35hp coupe: £275.—J. Lemon Burton, Edward Rd., N.W.2. Gladstone 7677. [0670/R]

BUGATTI type 5V 4-door saloon by James Young: £575.—Tomin, 22, Bellington Rd., Chesham. Tel. Chesham 276. [0293]

Bugatti Spares and Service

J LEMON BURTON Bugatti service, Lansdale Rd., Kilburn, N.W.6. Gladstone 7677. [0071/R]

BUICK

BUICK, reg. 1951. THIS machine has been reconditioned throughout by the Buick agents at a cost of £500, and is equal to new; also resprayed black, new Whitewall tyres, twin spotlamps, flashing indicators, etc., radio, heater; anyone looking for a bargain this is it; good reason for buying—Ribble Paper Mills, Ltd., Walton-le-Dale, nr. Preston. [0471]

H. C. PAUL, Ltd.

BUICK, reg. 1951. THIS machine has been reconditioned throughout by the Buick agents at a cost of £500, and is equal to new; also resprayed black, new Whitewall tyres, twin spotlamps, flashing indicators, etc., radio, heater; anyone looking for a bargain this is it; good reason for buying—Ribble Paper Mills, Ltd., Walton-le-Dale, nr. Preston. [0471]

H. C. PAUL, Ltd.

BUICK 41 D 4-door saloon, Dynaflow, 16,000 miles: £1,325.—Bruton Place, Burton, W.1. [C0404]

BUICK Riviera, very low mileage, heater, £2,200. [0395]

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016]

ROAKE AUTOS, 155, Stafford Rd., Croydon, offer 1946 Chevrolet (first registered 1949), fixed heater, black, good condition: £265.—Tel. Thro. 2160. [0313]

BUICK, really delightful condition, radio and heater, superb condition; bargain figure, £445.—A.Z. Motors, 100, Palmerston Rd., E. M. Cal. 4725. [C1011]

BUICK (registered '51) 4-door saloon, £1,095—Joe Thompson (Motors), Ltd., 91/95, Fulham Rd., South Kensington, S.W.1. [C4028]

BUICK (August) 1952 sedan, Jade metallic green with grey broadcloth interior, radio, heater, etc., magnificent car, wonderful performance, unbelievable economy, in first-class condition, owner deceased, must be sold to close estate; £825 or best offer—19, Cannon Hill Rd., Coventry. Tel. Coventry 67350 to view. [0241]

SCHEDELL CARS, Wembley (Motors), Ltd., the Chevrolet buyers—Wembley 8651/3903. [W4015/R]

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars—Upper St. Martin's Lane (adj. Leicester Sq. Tube Sta.), London, W.C.2. Temple Bar 5588. [W1027/R]

CHEVROLET Spares and Service

CHEVROLET—Concessionaires for the United Kingdom hold good stock of spares, same day service.—B. & C. Concessions, Ltd., 13/14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 5588. [0677/R]

CHEVROLET—Spares and service for cars and trucks; the Chevrolet Distributors with large stocks and prompt service.—Green Ace Motors, 300, 301, Norwich Rd., Ipswich. Tel. Grundisburgh 0001/R. [0601/R]

CHEVROLET

CHEVROLET Bel-Air 4-door saloon, R.H.D. electric heater, 4,000 miles: £1,275.

CHEVROLET Fisher 4-door saloon de luxe, L.H.D. powerglide, radio, heater: £945.

CHEVROLET Fleetmaster saloon de luxe, R.H.D.: £555.

CHEVROLET Impala 4-door saloon de luxe, R.H.D.: £555.

CHEVROLET Impala 4-door saloon, R.H.D.: £5

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CITROEN

AUTOMOBILIA, Ltd., offer:-

1949 (July) Citroen Light 15 4-door de luxe sun-
shine saloon, black, red leather, heater, for
lamps, excellent condition: £425.—Automobilia, Ltd.
Pippbrook Garage, Dorking 4304. [C1069]

£365—Citroen Light 15 1948 4-door saloon, ex-
ceptionally mechanical; many other cars.
ENMOTORS, 1, Clarendon Rd., Holland Park, W.11.
Park 5068-7 (50 yds. Holland Park Tube ex-
changes). [C1017]

1955 Citroen 6-cylinder, hydropneumatic suspen-
sion, 5,000 miles.—Offers to: Whitehouse,
3, Parkside Gardens, S.W.19. Wim. 5389. [2374]

1953 Citroen Light 15 saloon, black with brown
upholstery, radio and heater: £275.—
BENTALLS, Ltd., Kingston-on-Thames. [C1001]

1939 Citroen 12.5 saloon, recently reseated, radio,
taxed year: £210. o.n.o.—Alesford Rd., Winchester.
[9439]

1951 Citroen Big 6 l.h.c., complete mechanical
overhaul 4 months ago at a cost of £155;
the whole car in excellent condition throughout; un-
repeatable at £95. [C1040]

SCOTT CARS, 347, Finchley Rd., London, N.W.3.
Tel. Hampstead 7779/80/81.

£585 roof, extras, taxed Dec., immaculate; ex-
change considered.—Brown, 126, Marsden Rd., Burnley.
Tel. 4336 (evenings). [C922]

1952 EL 200 640 Citroen Light 15 saloon, red:
£575.—Kenilworth & Thomas, Ltd., 564, Wickham Rd.,
Croydon. Tel. Springpark 3477. [C2047]

CASS'S Motor Mart, 1951 (May) Citroen de luxe
saloon, black, red hide, unblemished, genuine
31,000 miles, one owner, £515; written guarantee.—
5, Warren St., W.I. Euston 4110. [C1040]

1948 (October) Light 15, exceptional condition main-
tained by enthusiast, new Soler, new battery
and bumpers, heater, H.V. coil, etc.: £355 o.n.o.—Tel.
evenings Wroughton 291, extension 91. [C2021]

325—Citroen Light 15 1948 saloon, sliding head,
heater, leather, very good condition; terms,
exchanges; list; open 9-7 week-days and Saturdays.—
Rowland Smith, Hampstead (Hampstead Tube).
Hampstead 6641. [C4018]

1952 Citroen Light 15, autumn red, maroon
upholstery, fitted radio, loose covers, recently
overhauled, excellent overall condition, owner posted
abroad: £500.—Hamilton, 17, Meadowbrook Rd.,
Dorking. Dorking 4356. [C1017]

1954 Citroen Light 15 saloon de luxe, black, red
hide, loose covers, twin carb. conversion, H.M.V.
radio, screen washers, fog and pass. lights, super-
service car: £695; terms, exchanges.—C.M.K. Motors,
553, Finchley Rd., N.W.3. Hampstead 5712. [C1052]

Citroen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash
prices for Citroens.—Hampstead (Tube). N.W.3.
Ham. 6041. [W4018/R]

C.N.K. MOTORS are very good buyers of Light 15s.—
355, Finchley Rd., N.W.3. Hampstead 5712.

LEX GARAGES, Ltd., Ace Corner.—Consult the
largest buyers of used Citroens in England.
North Circular Rd., N.W.10. Elg. 5585. [C971]

Citroen Spares and Services

SOUTH of the Thames

BALES of Croydon, distributors and specialists for
over 25 years; repairs, overhauls and spares.—Tel.
Croydon 3131-2. [0167/R]

SHRIMPTON'S MOTORS, Ltd., Distributors, W.4.
Showrooms, 242-4, Brompton Rd., S.W.3. Ken.
see ad.

SPARES and Services: 137/143, High Rd., Chiswick,
S.W.4 (Chis. 6159), and 47, Montrose Place, Halkin
St., S.W.1 (Sloane 5490). [C727/R]

BOWES ROAD GARAGE & ENGINEERING CO., Ltd.,
Bowes Rd., N.11 (Box 2284): specialists on Citroen
body repairs and mechanical overhauls, swivel joints
reconditioned 46hrs; all spares stocked. [C635/R]

CROSSLEY

CROSSLEY 15.9hp car for sale (1954), good run-
ning order, well shod, preselect gear, offers.—
Robertson, Delvine Gardens, Murthly, Perthshire,
Scotland. [C9276]

DAIMLER

RAYMOND WAY, East London Branch.

1947 Daimler 2½-litre saloon, royal blue with blue
embellishers, wing mirrors, spot light, etc., very nice
example, 3 months' written guarantee, 4695gs, or £165
deposit, balanced 24 months.

EASY to purchase off the spot with no references,
for information or guarantees; part exchange on
your present car or motor cycle; always a huge selection
of pre- and post-war cars to choose from.

RAYMOND WAY, 773, High Rd., Seven Kings, Tel.
Seven Kings 4066. [C9098]

L. F. WARD, Ltd.

1949 Daimler 2½-litre saloon, excellent condi-
tion: £525.—L. F. WARD, Ltd., Grange Road Garage, Grange
Rd., Thornton Heath, Tel. 5347. [C4043]

BROOKLANDS, Daimler retailers.

1954 Daimler Century saloon, 11,500 miles

1951 Daimler Barker special sports coupe.

CARS purchased for cash, guarantee.

103, New Bond St., London, W.1. Mayfair 5551.
[C1029]

CHARLES FOLLETT, Ltd., official Daimler agents.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and stores, Barnards Yard, off

Euston Ave., W.2. Cunningham 5936. [C2010]

DAIMLER

GUY SALMON AUTOMOBILES offer:-

1954 Daimler Conquest saloon, black/beige leather,
faultless 11,000 miles only from new, one owner,
faultless condition: £1,225.

1951 (Nov.) Daimler special sports coupe, genuine
22,000 miles from new with blue leather cover
half, really immaculate condition throughout: £1,125.

1950 replacement engine, black/brown interior
radio, excellent condition: £695.

1947 Daimler Straight-Eight Hooper touring

limousine with face-forward occasional seats
26,000 miles only from new, originally cost over £6,000,
offered in faultless condition throughout: £1,885. [C1100]

Portsmouth Rd., Thames Ditton, Embercombe 5551-2-3.
[C4001]

STRATSTONE, Ltd., Daimler distributors.

DAIMLER

1951 Daimler Consort saloon, black, brown leather,
headrests, overdrive, a fine car, positively un-
blemished: £785; written guarantee; terms, exchanges;
trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East

Finchley, N.2. Finchley 0052-3-4, anytime.

1953 (November) Daimler Conquest saloon, colour

£1,095.—Winchester Motor Co., Ltd., Winchester. Tel.
5231-2. [C495]

DENHAMS for Daimler, always a selection of good

used cars available. See our advertisement under

Daimler. Tel. 2021, either. Surrey.

1951 (October) Daimler Consort saloon, 12,800 miles,
special peacock blue, recommended: £1,086.—Reading
Automobiles (Weybridge), Ltd., 13-15, Caversham Rd.,
Reading. Berks. Tel. 3021. [C1018]

1936 Daimler 1½-litre, Martin Walker, 4-door convert-
ible, well maintained, new tyres, fog lamp,
green upholstery, Ivory/black: £275.—Darien Avenue,
Gillingham, Kent 5913. [C1012]

1948 Daimler 2½-litre sun saloon, black, red,
radio, heater, sun screen washer, 2 owners, 39,000
miles, spotless: £526, taxed.—Welham, Surbiton Hill
Rd., Surbiton, Elmbridge 1873.

1951 (October) Consort saloon, black, brown
leather, radio, heater, immaculate condition: £1,220.—Johnson & Brown, 266-270, High St.,
Bromley. [C4070]

1954 Daimler Consort, 12,000 miles, heater, tax
free, 1950, one owner: £1,086.—Moore (Weybridge), Ltd.,
70, Baker St., Weybridge 5801. [C9110]

1950 Daimler Consort saloon, one owner, main-
tained solely by the Daimler Company: chauffeur kept,
an immaculate and faultless motor car: £795. Below.

1952 Daimler 2½-litre, most beautiful example of
this model: £1,375.—R. F. Fuglie, Bushey Heath, Herts.
Tel. Bushey Heath 1685. [C2017]

ROSE & YOUNG, Ltd., offer 1955 Daimler Conquest

Saloon, 1,000 miles only, few weeks old, virtually

new, £1,285.—Sternhold Ave., Streatham Hill, S.W.11.
Tel. 8705-6. [C4057]

BY order of executors, 1952 Daimler 2½-litre Consort

Saloon, black, brown leather, loose covers, heater,
one owner, quick disposal: £785.—Seymour & Clements,
67a, Watford Way, Hendon Central, N.W.4. Hert-
ford 2146. [C4037]

1953 Daimler Consort saloon, 11,000 miles, heater, taxed,
one owner, very exceptional, unmarked; reason for sale new Conquest convertible: A.A. inspection
invited: £985.—T. & R. 10, Winchester Mews, N.W.3. Pri. 6159. [C768]

1955 Daimler Straight-8 7-seater limousine by

Hooper, new tyres, face-forward occasional
upholstery, black, very clean and in faultless condition;
must be seen to be appreciated: £285.—West-
minster 5315. [C1555]

1953 Daimler Conquest saloon, black, fawn
leather, one owner, 18,000 miles, meticulously

maintained and hardly distinguishable from new: £995.
exchanges, deferred terms.—John S. Trust, Ltd., 173, Westbourne Grove, London, W.1. Bar 2774. [C4035]

1939 Daimler, 19.5 horse-power, small mileage,

Mulliner, coach built, excellent condition, overhead

drive, 5455 c.c. h.p. terms and exchanges.—C. Semple, 5,
Summerland Gdns., Muswell Hill, N.10. Tudor 0293. Fit. 0293. [C9512]

£395!!—1939 model and registration Daimler

24hp seven-passenger limousine, series

EL 24 long wheelbase with rear opening luggage boot.

leather upholstery, black, wide-type mud-

guards, a very good example indeed, general

appearance and mechanical order on a par with most

post-war models, one of the best we have handled.

CAMDEN MOTORS, Leighton Buzzard 2041.—Write

for catalogue. Showrooms open until 8 p.m.

Daimler Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash

prices for Daimler.—Hampstead (Tube). N.W.3.
Ham. 6041. [W4018/R]

A & S require EL 24 or 36hp Limousines, good

terms, prices for genuine vehicles.

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A

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DELAGE

195 cms—Delage late 1938 D6/70 sports saloon, sliding head, leather, l.i.d., excellent condition; terms, exchanges; list; open 8-9 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 5041.

1938 D6/70 Delage 4-door saloon, Coal electric change gearbox, genuine 35,000 miles only, one owner, interior and exterior description can only be described as immaculate. £295.—Langney Motors, Ltd., 25-27, Cornfield Rd., Eastbourne. Tel. 1858.

DEWEY

1951 (August) Dellow 2-seater, well maintained with very lively performance.—Apply Hale's Garage, Ltd., The Square, Barnstaple. Tel. 4161. [0168/R]

D.K.W.

B & M GARAGES, Ltd.

FOR D.K.W. cars, spares, exchanges and genuine first-class service.—B & M. Garages, Ltd., 42a, St. Michaels St., W.2. Tel. 5877.

D.K.W. Spares and Services

REPAIRS! Guaranteed gear boxes, engines, parts, seat covers, cars bought.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Tel. 2647. [0160/R]

GENERAL spares, service and maintenance.—Schenk Motor Engineering, 465, Streatham Rd., Manchester 16. Tel. 0321. [2719]

DODGE

1954 Dodge Kingsway (Sept. '54), r.h.d., under 5,000 miles, as new; £1,595.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Tel. 4858.

1937-8 26hp 7-seater limousine, widest face forwards, original paint, technically unscratched, unique condition, taxed; £295.—Gerald Leventon, Ltd., Rickmansworth. Tel. 3326. [1951]

DYNA-PANHARD

1952 750cc 4-door saloon, 12,000 miles, one owner, exceptional value; £625.—Holland Park Automobiles, 142, Holland Park Ave., W.11. Park 2626. [C2085]

FIAT

DICKS Fiat 500 coupe, full foursome, just recoupled and now hooded; £235.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maids Vale 6888-9. [C1072]

HC. PAUL, Ltd. Fiat 1400 saloon, mileage 8,000, radio, loose covers; £295.—32, Bruton Place, Berkeley Square, W.1. Mayfair 0821/2. [C3040]

S& S. MOTORS.—1958 500cc cabriolet, good condition; £160.

S& S. MOTORS.—1959 4-seater 500cc, reconditioned engine; £190.

S& S. MOTORS.—1959 500cc hard top, recoupled black, reconditioned engine, exceptional car; £285.

S& S. MOTORS.—1951 1100cc Simca, l.h.d., immaculate; £375.

Above at 1954, Westbourne Grove, W.11. Bay 1644.

C. V. RUSHMER AUTOMOBILES, Official Fiat Agents, 100, 1100 T.V. In stock.

600 1100 E. show model, 9,000 miles, as new, guaranteed; £1,000.

1952 1100 E. show model, 9,000 miles, as new, guaranteed; £1,000 miles only, guaranteed; £45. Holland Park Mews, W.11. Park 5751.

ANTHONY CROOK, Fiat distributor, all new models on view, 14-16, High St., Esher, Tel. 4580.

USED cars available, service with specially trained staff.—Esher Road, Hersham. (Walton-on-Thames 667).

S & S MOTORS, Fiat specialists, deal only in Fiat cars, new or second-hand; sales, repairs and parts.—Below.

S & S MOTORS—Generous allowance on your old Fiat, for new model early delivery.

S & S MOTORS—1959 4-seater, excellent condition; £1,100.—185a, Westbourne Grove, W.11. Baywater 1644.

1100 CC pillarless saloon, 1958 (November), 3 months guarantee; £150, £50 deposit.—R. J. Seale, Ltd., Molesey 2142/3. [C4069]

1939 Fiat 500, resprayed, new hood, carpets, battery, engine overhauled; £195.—Faling 1977. Evenings. Feltham 2069.

MAYFAIR GARAGES, Ltd., aim to give the finest value possible in used Fiat cars, and always carry a large selection of guaranteed models in stock at competitive prices.

MAYFAIR GARAGES, Ltd., also offer very early delivery of the new models and have 2,600 demonstrators in stock.—Below.

MAYFAIR GARAGES, Ltd., are able to take any make of car or m/cycle in part exchange for Fiat at highest allowance prices.—Below.

MAYFAIR GARAGES, Ltd., are still able to offer one or two new and unregistered 500cc Belvedere saloons and 500cc coupes.—Below.

MAYFAIR GARAGES, Ltd.—Post-war models from £295 to £295.—Below.

MAYFAIR GARAGES, Ltd.—1958 pre-war model 1100 saloon from £195 to £285.—Below.

MAYFAIR GARAGES, Ltd.—1958 pre-war model 1100 from £125 to £245.—Below.

MAYFAIR GARAGES, Ltd.—Price list and copy of "Autocar" road test on request.—Below.

MAYFAIR GARAGES, Ltd., accredited West End Fiat stockists, Balderston St. (opposite Selfridges clock), W.1. Mayfair 5104/5. Open 9-6, Sat. [C3009]

BASIL GASK AUTOMOBILES are specialists in pre-war 500s, 1100s and 1500s at moderate prices.—Contact us first at 200, London Rd., Kingston-on-Thames. Tel. Kins 5822. [0291/R]

Fiat Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Tel. 6041. [W4018/R]

MAYFAIR GARAGES, Ltd.—Top cash prices for Fiat.—Balderston St. W.1. Mayfair 5104. [0165/R]

Fiat Spares and Service

Fiat 500 trouble? Try E.D.J. (England), Ltd., 65, Lowlands Rd., Harrow. Byron 6028. [0325/R]

MAYFAIR GARAGES, Ltd., comprehensive Fiat service.—Balderston St. W.1. Mayfair 5104. [0165/R]

Fiat (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5521. [Grans: Fiat, Wembley.] [0095/R]

Fiat 500, 1100 and 1500, full range spares, replacement parts, new and used reconditioned bench-tested engines, starters, motors, dynamos, radiators; springs in exchange; stamp list.—Derrington, 19. London Rd., Kingston 5621-2. [S1071]

FORD ANGLIA

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

'PHONE Harrow 4282 and 9140 for details.

WHAROLD PERRY, Ltd., High Rd., Harrow. Tel. Weald, Middlesex (opp. Bus Depot). [0099/R]

AUTOMOBILIA, Ltd., offer:—

1953 Ford Anglia, Martin Walter Utilicon, beige, 1952, low mileage, one owner, ex-works condition; £595.—Automobiles, Ltd., Pippbrook Garage, Dorking 4304. [C1069]

1949 Ford Anglia saloon, green, radio, etc.; £265.

WJ. BROWN, Ltd., Ford Distributors for 30 years, 339, Finchley Rd., N.W.3. Hampstead 2286.

1953 Anglia, one owner, small mileage, taxed; £150.

ERIC HAYES, Ltd., 13, Bishop's Bridge Rd., Edgware, W.2. Ambassador 8266. [C2053]

1954 (Sept.) Ford Anglia, black, 4,600 miles, taxed December, immaculate; £515.—Hou 7366. [1947]

ANGLIA, '53-'54, immaculate, 14,000 miles; £365.

ANGLIA, 1955, 2,300 miles, heater, radio, screen wash, windows tax-free, taxed, owner going abroad; £500. Box 5712. [1926]

1953 (March) Anglia, one owner, fawn, spotless, reconditioned engine, guaranteed; £375.

CAMPBELL SYMONDS, Perivale 4456. [C1037]

1955 model Anglia, heater, 9,400 miles; genuine bargain; £510.—Richards & Carr, Ltd., 55, Kinerton St., S.W.1. Sloane 5424. [C5045]

1953 Ford Anglia, black, with brown upholstery, taxed, one owner; £350. Lee Green 5288. [1956]

PRIDE & CLARKE, Ltd.—1954 Ford Anglia saloon, black/red, 6,000 miles; £539; black/brown, 5,500 miles; £499; terms, exchanges; lists; guarantee.—Stockwell Rd., S.W.9. Brixton 2252. [C1023]

1954 Ford Popular saloon, black, red leather, glove tray, excellent condition throughout, guaranteed; £595.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [C2049]

345 gns.—Ford Popular 1954 saloon, parcel shelf, one owner, excellent condition; choice; 3 terms; exchange; lists; open 6-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 5041.

FORD POPULAR

1954 Ford Popular, black/red upholstery, 6,000 miles, practically driven, as new; £395. Box 5753. [1956]

1954 Popular, 7,600 miles, beige, practically as new; £330.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [C1015]

1954 Ford Popular, Dorchester grey with blue leather upholstery, £115 deposit. [£395; £115 deposit]

MCLAREN & COX, Ltd., 928, High Rd., North Finchley, N.12. Tel. Hillside 0560/9353. [C3083]

1954 (May) Popular, grey, blue interior, flashers, loose covers, other extras, vary carefully used, exceptional condition; £385. Box 5635. [1916]

1954 (July) Ford Popular, grey, indicators, glove tray, 6,000 miles, one owner; £380.—Whitewells, 215, Haverstock Hill, N.W.3. Primrose 4420. [C1067]

PRIDE & CLARKE, Ltd.—1954 Ford Popular saloons, low mileage, several from £359. terms, exchanges; lists; guarantee.—Stockwell Rd., S.W.9. Brixton 2252. [C1068]

1955 Ford Popular saloon, Bristol fawn with red, mixed year, nominal mileage only, as brand new; £395.—Coles Garages, Ltd., 42, Worle Rd., S.W.19. Wimbledon 0195. [C1094]

1955 Ford Popular, black/red, 4,700 miles; £410. exchanges.—Naylor & Root, Ltd., 25, East Hill, Wanstead, S.W.18 (few minutes Clapham Junction). Tel. 2222. [C1022]

1954 Ford Popular saloon, black, red leather, glove tray, excellent condition throughout, guaranteed; £595.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [C2049]

345 gns.—Ford Popular 1954 saloon, parcel shelf, one owner, excellent condition; choice; 3 terms; exchange; lists; open 6-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 5041.

Ford Popular Cars Wanted

D

MDAGENHAM MOTORS, Ltd., wish to purchase Ford Popular cars.—Used Car Department, Hyde Park 4070. [W1066]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Popular.—Hampstead (Tube), N.W.3. Tel. 6041. [W4018/R]

WHAROLD PERRY require Ford Popular.—Euston Rd., N.W.1. Bus. 6611. [C2023]

GORDON CARS (LONDON), Ltd., offer:—

1953 Ford Prefect saloon, green, genuine 19,000 miles, one owner; £295.

373 (Aug.) Ford Prefect, black, immaculate throughout; £245.

SEEN us at the Hendon Show.—Jack Pomer (Autos), S. 295, Hendon Way, N.W.4. Tel. 3011-2. [C3063]

1955 Prefect, genuine works mileage only, green, heater, taxed year; £645.

MAGDAWORLD MOTORS, Ltd., 311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5573. Tel. Hillside 6621. [W5042]

FORD PREFECT

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

'PHONE Harrow 4282 and 9140 for details.

WHAROLD PERRY, Ltd., High Rd., Harrow. Tel. Weald, Middlesex (opp. Bus Depot). [0099/R]

GORDON CARS (LONDON), Ltd., offer:—

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1955 Prefect, genuine works mileage only, green, heater, taxed year; £645.

MAGDAWORLD MOTORS, Ltd., 311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5573. Tel. Hillside 6621. [W5042]

1947 Prefect, interior unused, garaged for long period; £290 o.n.o.—Pop. 4336. [1943]

FORD PREC. 1950, 4-door saloon, green, recom. engine recently fitted; £345.—Below.

1950 (Aug.) Model Prefect 4-door saloon, green, excellent condition; £375.—Robbins, East Putney. Tel. 7881. [C3010]

1955 (July) Prefect, black/heater, green, taxed December; £650 offers.—Box 5663. [1920]

1955 Prefect, black/heater, covers, mirrors, spot, immaculate; £630 o.n.o.—Ashfield 3187. [1959]

1953 (May) Prefect, black, one owner, all wood tyres, immaculate throughout; £425. [1945]

1954 (Oct.) Ford Prefect saloon, black, leather, 3,000 miles only; £635.—Hale Motors Ltd., Tot. 7771. (4 lines). [C2077]

1955 Ford Prefect saloon, blue, quite new; exchanges, etc.—Autowork Ltd., Southgate St., Winchester. Tel. 4965. [C1016]

1954 Ford Prefect, 9,000 miles, heater, extra; £375.—Marcus, Ltd., 13, Sloane St., S.W.1. Tel. Belgrave 3721. [C3006]

1950 Ford Prefect, beige, beige interior, fitted all good tyres, excellent condition; £395.—Hillwood Motors, Mill Hill (London) 4322. [1916]

1950 model Ford Prefect, excellent condition, extras; £385.—A. Owen (Hendon), Ltd. Tel. Col. 3185. [1956]

1949 Ford Prefect saloon, leather, reconditioned engine, unmarked, guaranteed; £375.—W. Wilkin, Ltd., 1, Weston Park, Kingston. Kin. 8104. [C2024]

FORD Prefect 1954 4-door saloon, light blue/grey vinyl, wing mirrors, seat covers, heater, one owner, 7,500 miles; £625.—Jack Olding & Co. (Motors) Ltd. May. 5242. [C3006]

1949 Ford Prefect, green, one owner, 2,425, hire purchase and part exchanges welcome.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2033]

1946-7 Ford Prefect de luxe saloon, immaculate, 2,425, hire purchase engine; £625.—G. F. (Gulf) Ltd., 2c, Balham Hill, S.W.13 (100 yds. Clapham South Tube). Bath 1107-8-9. [C2024]

1950 Ford Prefect saloon, reconditioned engine, superb condition, guaranteed; £385.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middx. Mol. 6109. [C04053]

Ford Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

WHAROLD PERRY require Ford 8 cars.—Used Car Dept., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [W3042]

FORD POPULAR

Ford Popular, extras; £285.—A. Owen (Hendon), Ltd., Tel. Col. 3185. [1955]

Ford Popular, 2,700 miles, one owner, British fawn, indicators; £245.—Sunny Hill, 5389 and 0030. [C2074]

Ford Popular, black, heater and many accessories; £395.—Halo Motors, Ltd., Tot. 7771. [C2077]

(May) Ford Popular saloon, grey/red, plated bumper and hub caps, 12,000 miles; £385. [C1074]

Dobsons, Ltd., Staines 801. [C1074]

Ford Popular, little used; £380.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2319. [C2019]

Ford Popular, almost as new; £285. [C2019]

1954 Ford Popular, 1954, 2-door saloon, Cobbs Corner, Sydenham, S.E.26. Tel. Sydenham 6129. [C2068]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD PREFECT

1950 (Sept.) Ford Prefect saloon, heater; £395.—Montreux Motors (N. H. Bowell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2.

1953 Ford Prefect, black, brown interior, excellent condition throughout; £435.—H. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0065.

1949 Ford Prefect saloon, black, one owner, recon. engine 2,000 miles ago, outstanding condition; £335.—Thunderbird Garage, Ltd., Thunderbird South Bendish 2272.

1954 (July) Ford Prefect, one owner, export model, 1,400 miles, Downton 2,000, 4,500 miles, virtually unmarked; £595.—Richards & Carr, Ltd., 53, Kinnerton St., S.W.1. Sloane 5424.

TANKARD & SMITH, Ltd., offer 1950 Ford Prefect saloon, green/beige, low mileage, exceptional condition; £375; 3 months' written guarantee.—194-196, Kings Rd., Chelsea, S.W.3. Flaxman 4901. [C4065]

1953 (Jan.) Ford Prefect, black saloon, fawn and light beige interior, condition good, moderate mileage, tax year; £465.—H. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2.

295 (June) Ford Prefect October 1948 saloon, black, green leather, perfectly used; choice of 3 effects, terms, exchange list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

Ford Prefect Cars Wanted

D
M
DAGENHAM MOTORS, Ltd., wish to purchase Ford Prefect cars.—Used Car Department, Hyde Park 4070. [W1066]

FORD Prefect saloon required 1955, blue preferred.—"Greenways," 81, Alresford Rd., Winchester. [W1010]

R**OYLAND SMITH'S, the Car Buyers**.—Highest cash prices for Ford Prefect.—Hampstead (Tube), N.W.3. Hamp. 6041. [W4018/R]

FORD (10 h.p.)

G
E
1939 Ford 10hp 2-door 4-seater tourer in outstanding condition, extensively reconditioned, over £200 spent recently, nearly new all-weather equipment, full history available; written guarantee; 18,000 miles, hire purchase, part exchanges.—Geoffrey Mayers, Ltd., Amersham Lane, Harpenden, Tel. 118. [C2000]

£235—1938 Ford 10 saloon, black, radio, demister, spotlight, parking light, etc., loose covers, immaculate.—Haverstock Garage, 50, Haverstock Hill, N.W.3. Gulliver 2422. [C576]

Ford Cars Wanted
MARSTON MOTOR CO., Ltd., for your Ford 10.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, M.15. [10179/R]

R**OYLAND SMITH'S, the Car Buyers**.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Hamp. 6041. [W4018/R]

FORD CONSUL

W
W
HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1952 (December) Consul saloon, black, red leather interior, heater and radio; £375.

1953 (October) Consul, black, leather, heater, underseated windone horns; £595.

W
HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

HPC
A BLACK-AND-RED Consul saloon, September 1953, one owner, genuine mileage, just like new, fitted heater and tax'd for the year; £590 or fair offer; terms, exchanges.—Highams Park Garages, Ltd., Beverley Rd., Highams Park, London, E.4. Larkwood 7206/2051. [C1086]

BENTALLS, Ltd.
1953 Ford Consul, beige with red upholstery, radio and heater; £595.

1953 Ford Consul, black with red upholstery, heater; £575.

K**INGSTON-ON-THEMES**. Kingston 1001. [C1093]

CAR MART, Ltd.
1953 Ford Consul saloon, heater, grey with red upholstery; £585.

1955 Ford convertible, heater, black with red leather upholstery; £775.

CAR MART, Ltd., 297, Boston Rd., London, N.W.1. Euston 1212.

R**AYMOND WAY**.
R**AYMOND WAY**, East London branch.

1952 Consul, fawn with biscuit interior, fitted radio, heater, Rimbushers, wing mirrors, mascot, long-range head lights, spare wheel cover, etc., one owner; 6 months' written guarantee; £595; or £190 deposit, balance 24 months.

EASY hire purchase on the spot; always a huge selection of pre- and post-war cars to choose from.—**R****AYMOND WAY**, 773, High Rd., Seven Kings. Tel. Seven Kings 4066.

R**AYMOND WAY**.

R**AYMOND WAY OF KILBURN**.

R**AYMOND WAY**, the hire purchase specialists.

1953 Ford Consul, finished in pale blue, dark blue and fawn, fitted heater, taxed year, December, in outstanding condition throughout; 56,000 miles.

HIRE purchase terms on the spot with no references, no formalities or guarantees; part exchange on your present motor cycle or car; always 200 cars under £200 to choose from.

R**AYMOND WAY**, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards).

FORD CONSUL

FORD CONSUL MOTORS, Ltd., offer:—

1953 (July) Ford Consul, black, radio, heater, one year, £595.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046]

ALAN TAYLOR (MOTORS), Ltd., offer:—

1953 Ford Consul, colour fawn, leather upholstery, heater, taxed December; £575.

HIGH ST., WANDSWORTH, S.W.18. Tel. Vandyke 7222 (10 lines). [1957]

A CLAWD & TABOR, Ltd., Welwyn By-Pass, Herts.

1954 Ford Consul saloon, finished Winchester blue, heater, overriders, low mileage, immaculate condition throughout; £625; maximum h.p. terms available. [C1001]

1953 Ford Consul, colour fawn, leather upholstery, heater and many extras; £645.

1953 Ford Consul, Dorchester grey, heater, spot lamps, etc., etc.; £645.

J. BROWN LTD., Ford Distributors for 30 years. Tel. 339, Finchley Rd., N.W.3. Hampstead 2284. [C1025]

1953 Ford Consul saloon, blue, heater, loose covers; £595.—Hale Motors, Ltd., Tot. 7771 (4 lines). [C2077]

1953 Consul, exceptional car; £590.—Smith & Hunter, 376, Kensington High St., W.8. [C4019]

WHY second-hand! New Consul convertibles from Stock—Sherwood Motors, Ltd., 32, Uxbridge Rd., W.5. Ealing 1475. [C2532]

1953 Ford Consul saloon, leather upholstery and 1953 heater, perfectly maintained by regular service; £575.

CRICKLEWOOD, OF CRICKLEWOOD, Ltd., 200-220 Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open weekdays 8 a.m. to 6 p.m. [C2008]

1951 (November) Ford Consul saloon, beige, brown leather, radio, heater, taxed year, one owner, nominal mileage; £520.

ALWOOD GARAGE, Alwood Rd., Maidenhead. Tel. 70, evenings and weekend. Littlewick Green 5076. [C1107]

1953 Ford Consul, covers, heater, small mileage; £650; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

1955 Consul, 800 miles, leather, heater; £725; written guarantee; terms; exchanges; trade enquiries invited. Tel. 0052/3-4, any time.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-3-4, any time. [C1076]

1953 Ford Consul, 14,000 miles, one owner, heater, radio, not bad, no radio; £575.—F. D. Addiscombe, 115, Addiscombe Rd., Croydon. Tel. Addiscombe 3066. [C1076]

1953 model Ford Consul, heater, one owner, excellent condition throughout; £545.—Kirton's Cars, Cossall Corner, Sydenham, S.E.26. Sydenham 6129. [C2068]

£525!!! 1952 Ford Consul saloon, fitted heater, leather, exterior mirrors, etc., only two owners have maintained this beautifully, the finest we have had.

L ABS OF WOOD GREEN (Est. 1927), 100 garage test cars; exchanges, hire purchase, 221-425, High Rd., Finchley (East Finchley Underground). Finchley 6222-5-4. [C2052]

1953 Ford Consul, black/brown leather, heater, one owner; £590; exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2232. [C3022]

1954 Ford Consul convertible, ivory and ivory interior, heater, distinguishable from new by very careful owner, guaranteed; £775.—King Motors, 1, High St., Hounslow. Tel. 5352. [C2049]

(April) Ford Consul, beige/red, 4,000 miles, heater, overriders, wing mirror, under guarantee, as brand new; first £700-28, Verdant Lane, S.E.6. Hill 1128. [C1911]

1954 Ford Consul, choice of 2, black and green, both cars highly recommended; £675 and £625, respectively.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1183. [C1016]

(April) Ford Consul, black/red, leather, one owner, 9,000 miles, £625.—Free Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3335. [C1005]

1953 (Sept.) Ford Consul, blue, grey interior, low mileage, fitted heater, wing mirror, etc., from this room, 6-seater family car, practical like new; £595.—Hillwood Motors, Mill Hill (London) 4322. [C1914]

PRIDE & CLARKE, Ltd., 1954 Ford Consul saloons, low mileage, radio, heater, several from £619. 1955 Ford Consul, black, heater, £725; heater, £699; terms; lists; exchanges; guarantee; £625. [C2068]

1954 Ford Consul, black, red leather, one owner, 9,000 miles, £625.—Free Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Brixton 6251. [C2068]

675—Ford Consul 1955 model saloon, leather, radio, heater, passlight, on careful owner, 10,000 miles, spare unused; terms, exchanges, list Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6461. [C4018]

Ford Consul Cars Wanted

D
M
DAGENHAM MOTORS, Ltd., wish to purchase Ford Consul cars.—Used Car Department, Hyde Park 4070. [W1066]

R
OWLAND SMITH'S, the Car Buyers.—Highest cash price for Ford Consul—Hampstead (Tube), N.W.3. Hamp. 6041. [C4018]

CAR MART, Ltd., 297, Boston Rd., London, N.W.1. Euston 1212.

R
AYMOND WAY.
R
AYMOND WAY, East London branch.

1952 Consul, fawn with biscuit interior, fitted radio, heater, Rimbushers, wing mirrors, mascot, long-range head lights, spare wheel cover, etc., one owner; 6 months' written guarantee; £595; or £190 deposit, balance 24 months.

EASY hire purchase on the spot; always a huge selection of pre- and post-war cars to choose from.—**R**
AYMOND WAY, 773, High Rd., Seven Kings. Tel. Seven Kings 4066.

R
AYMOND WAY.

R
AYMOND WAY OF KILBURN.

R
AYMOND WAY, the hire purchase specialists.

1953 Ford Consul, finished in pale blue, dark blue and fawn, fitted heater, taxed year, December, in outstanding condition throughout; 56,000 miles.

HIRE purchase terms on the spot with no references, no formalities or guarantees; part exchange on your present motor cycle or car; always 200 cars under £200 to choose from.

R
AYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards).

Ford Consul Cars Wanted

H. A. SAUNDERS require Consuls for cash or in Speedwell 0011. [C4004]

W
HAROLD PERRY require Ford Consul cars.—Used Car Dept., 1105-1111, High Rd., Whetstone. Tel. Hillside 6621. [C3042]

FORD ZEPHYR

W
W
HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1953 (Sept.) Ford Zephyr, Siesta saloon, black, red leather interior, seat covers, one owner, excellent condition; £595.

W
HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

NEWNHAMS, Ltd.

1953 Ford Zephyr saloon, excellent condition throughout; £595.

N
EWNHAM HOUSE, London, W.6. Riverside 4646. [C3024]

B J HUNTER, Ltd., offer:—

1954 Ford Zephyr convertible, low mileage, power head, radio, heater; £725.

B
J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Glendale 6303. [C2040]

GLANFIELD LAWRENCE, offer:—

1953 Ford Zephyr saloon, excellent condition throughout; £595.

N
EWNHAM HOUSE, London, W.6. Riverside 4646. [C3033]

W
ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

GORDON CARS (LONDON), Ltd., offer:—

CONVERTIBLE, 1953 Ford Zephyr, black, radio, heater, power-steered hood, 10,000 miles; £795.

375, Euston Rd., N.W.1. Bus. 6611. [C2035]

CARTWRIGHT, HAMILTON CARS, Ltd., offer:—

1953 Ford Zephyr, black with red upholstery, a genuine one-owner car, regularly maintained, 20,000 miles, in superb condition throughout; £585.

London Office, 282, Kensington High St., W.14. Western 0207.

C
CHARLES FOLLETT, Ltd., official Ford agents, offer:—

FORD Zephyr 1953 (Nov.), 1954 features, green and beige, loose covers, screen wash, heater, 2 wing mirrors, one owner, exhibition condition; 3 months' terms, £645.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and stores, Barnsdale Yard, off Elgin Ave., W.8. Cunnigham 5936. [C2010]

A
CREES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A]

ZEPHYR, Sept. '53, leather upholstery, heater, washers, 16,000 miles; £620.—Kni. 4755 or Mac. 5365. [C936]

1952 Ford Zephyr saloon, Canterbury green, radio, heater, the condition of this car is as new; £575.

W
J. BROWN, Ltd., Ford Distributors for 30 years, Tel. 339, Finchley Rd., N.W.3. Hampstead 2284. [C1025]

1951 Zephyr, new engine recently, radio, heater, covers, spot, screen washers, immaculate; £565.

S
E
EEUS us at the Hendon Show.—Jack Pinner (Auto), 595, Hendon Way, N.W.4. Hen. 8011-2. [C1065]

1953 Ford Zephyr de luxe saloon, blue, leather, heater, radio, 12,000 miles only, one owner: £595.

ALEXANDER ENGINEERING Co., Ltd., Huddersfield, Bucks. 545. [C1094]

1952 Ford Zephyr saloon, o-drive, 34,000 miles, excellent condition; £595. [C4029]

1953 Zephyr, black with red leather, radio and heater, a one-owner car in immaculate condition, tax'd year; £595.

KJ MOTORS, Ltd., Bromley. Rev. 2456. [C933]

1954 Ford Zephyr, blue with blue leather interior, fitted heater, taxed year, one owner: £625. Putney 2770. [C5095]

1953 Ford Zephyr saloon; £585.—Montreux Motors, Ltd., 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C5088]

WHY second-hand! New Zephyr convertible from Stock—Sherwood Motors, Ltd., 32, Uxbridge Rd., W.5. Ealing 1475. [C933]

1955 Ford Zephyr, 6,000 miles, radio, heater, leather, taxed year, Indistinguishable from new; £795. Below. [C5095]

1952 Ford Zephyr, immaculate throughout, heater, leather; £585. H.P. terms, part exchanges.—Percy D. Sleeman, Ltd., 91, Cowley Rd., Uxbridge. Batt. 2232. [C3022]

1955 Ford Zephyr, green/brown, 8,000 miles only, heater and leather, immaculate condition; £755.—Sau & Bister, Ltd., 44, Aldermaston Hill, Palmer's Green, N.13. Tel. 1056. [C4002]

1951 Ford Zephyr, in black with red leather, heater, nice clean car throughout; £625. Batt. 2232. [C3022]

1955 Ford Zephyr, blue, heater, 9,000 miles, £795. Batt. 2232. [C3022]

1955 Ford Zephyr, green/brown, 8,000 miles only, heater and leather, immaculate condition; £755.—Robins, East Putney. Tel. 7681. [C5095]

1954 Ford Zephyr, blue/blue, heater, 9,000 miles, £795. Batt. 2232. [C3022]

1951 Ford Zephyr, in black with red leather, heater, nice clean car throughout; £625. Batt. 2232. [C3022]

1955 Ford Zephyr, green/brown, 8,000 miles only, heater and leather, spot lamps, one owner, 10,000 miles, a faultless car; £685.—Morley, M. Streatham Hill, S.W.2. Tel. 4466. [C5010]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD ZEPHYR

8000 miles only—1955 Ford Zephyr, black/red leather, heater, radio, Ace Rimbellalers; £585.—Jack Smith, 23, Bruton Place, W.I. Mayfair 0661-2.

1951 Zephyr saloon, one owner, radio, heater, excellent condition, low mileage, appearance, fine performance; £495.—written guarantee; terms exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-3-4, any time.

1955 Ford Zephyr, 1,000 miles only, leather, heater, Ace Rimbellalers, windscreen washers, in every way as new; £775.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. [C5006]

1953 Ford Zephyr saloon, black, red leather, heater, one owner, 16,000 miles, unmarked specimen; £495.—Conway Motors, 67, Grosvenor St., Hanover Sq., Middlesbrough. [C5032]

1953 Ford Zephyr, blue with grey leather upholstery, fitted with heater, windows, etc., one owner, low mileage, cost £755.—Conway Motors (Hove), Ltd., 107, King's Ed., Chelsea. Plaxman 7638 and Hove 50107. [C1105]

1953 Zephyr saloon, one owner, Laycock de Normanville overdrive, full Raymond Mays twin carburettor, aluminium head conversion, even worth while extra modifications and extras cost approximately £250, immaculate, virtually faultless; £775.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. [C5045]

Ford Zephyr Cars Wanted

D
M
DAGENHAM MOTORS, Ltd., wish to purchase Ford Zephyr cars.—Used Car Department, Hyde Park 4070. [W1068]

A ALMOST new Zephyr required immediately—54, Streatham Hill, S.W.2. Tulse Hill 2676. [C5016]

OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

WANTED, 1953-54 Ford Zephyr, must have radio, heater and be under 15,000 miles, and faultless. Altwood Garage, Altwood Rd., Maldenhead. Tel. Littlewick Green 70; evenings and week-ends. Littlewick Green 3978. [W1107]

FORD ZODIAC

W
W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—
1954 green, all the usual accessories and refinements, low mileage, one owner, excellent condition; £725.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C5042]

NEWNHAMS, Ltd.
1954 (Oct.) Ford Zodiac, 7,900 miles, one owner, new; £765.

N EWNHAM House, 235/7-9, Hammersmith Rd., London, W.5. Riverside 4646.

W ARWICK WRIGHT, Ltd., offer:—
1954 (October) Ford Zephyr-Zodiac saloon, black with fawn and grey upholstery, fitted heater, 6,000 miles; £775.

W ARWICK WRIGHT, Ltd., 150, New Bond St., W.I. Mayfair 9761. [C4045]

WOOD & LAMBERT, Ltd., main dealers.

ZODIAC (July '54), grey/blue, De Normanville overdrive, H.M.V. radio, low mileage; £750.

49 Stamford Hill, N.16 (Sta. 5434).
£825—1955 Ford Zodiac saloon, grey, 2,000 miles exchanged, etc.—Autowork, Ltd., Southgate St., Winchester, Tel. 4965. [C1010]

1955 Ford Zodiac, 5,000 miles, fitted radio, indistinguishable from new; £225.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. [C5006]

JACK ROSE, Ltd., offer: 1954 model Zodiac with drive in green and grey, interior to match, almost unmarked; £695.—Stanford Rd., Wallington, Surrey, Wall. 6677. [C5056]

1955 mint, Ford Zodiac saloon, first registered 14/9/54, blue/grey, one owner, low mileage, very good condition; £785.—Herbert Robinson, Ltd., Cambridge 4461. [C5053]

1954 Ford Zodiac, in green and grey, with 2-tone upholstery, one careful owner, heater, screen washer, whitewall tyres and all extras, superb condition; £745.—Hillwood Motors, Mill Hill (London) 4322. [C5075]

!!! £735—1954 Zodiac, grey/green, 14,000 miles, one owner, radio, heater, whitewall tyres, screen washers, wing mirrors, two spotlights, reversing lamp, fine condition throughout; written guarantee; terms, exchanges, trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-3-4, any time. [C4068]

FORD (V.8)
1949 Ford Pilot, excellent condition; £289.

S COTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C5016]

FORD V.8 station wagon, cash.—Norbury, Maldenhead 2334. [C120]

1951 Pilot saloon, radio, heater, immaculate throughout; choice of 2; £389.

S EE us at the Hendon Show.—Jack Pomer (Autos), 395, Hendon Way, N.W.9. Hen. 8011-2. [C3065]

1949 consultant's superb Pilot, owner-driven; expected; sell; £310.—Pop. 4336. [C4931]

1949 black, heater, radio, taxed; £335.—Gerald Leventon, Ltd., Rickmansworth, Tel. 5324. [C5029]

1950 Ford Pilot, radio; £310; payments—Oldfield 358, Kensington High St., W.14. Wm. 6651. [C5029]

FORD (V.8)

1951 Ford Pilot, black, radio, heater, many extras; £395.—Vare Motors, 472, Archway Rd., Highgate, N.G. Mountview 9039/5306. [C4074]

1948 Ford Pilot saloon, leather; £285.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1771-2. [C5085]

1949 Ford Pilot, black, brown leather, radio and heater, mileage, reasonable, rare, exceptional condition; £335.—Tate & Hitchins, Ltd., Hayes Crescent, Temple Fortune, N.W.11. Tel. Speedwell 9373. [C5069]

1946 Ford Mercury 6-seater drop head coupe, r.h.d., radio, heater, 90 m.p.h. looks a million; £350.—Everbright, 180/184, West End Lane, N.W.8. Hampstead 6490. [C1024]

1949 Ford Pilot saloon, black with brown leather, radio and heater, not new, but in very nice condition throughout; 5 months guarantee, tax £25.—Coler Garage, Ltd., 42, Worples Rd., S.W.19. Wimbleton 0195. [C1064]

1949 Ford Pilot saloon, black/brown hide, heater, in very sound and reasonable condition throughout, taxed; terms arranged; £225.—Kingthorpe Garage Ltd., 30, Harborough Rd., Northampton. [C5022]

Ford V.8 Cars Wanted

G OOD Ford Pilot required.—G. Edwards, Amanbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

OWLAND SMITH'S, the Car Buyers.—Highest cash price for Ford Pilot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

1949 Ford Customs 4-door saloon; £550.

S COTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4018]

AMERICAN FORD

1949 Ford Customs 4-door saloon, radio and heater; £550.—Joe Thompson (Motors), Ltd., 91-95 Fulham Rd., South Kensington, S.W.3. Kensington 4855. [C4015]

FORD Customs V.8, 4-door saloon, radio and heater; £550.—Joe Thompson (Motors), Ltd., 91-95 Fulham Rd., South Kensington, S.W.3. Kensington 4855. [C4028]

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in U.K.—Lincoln Cars, Ltd., 47, West Rd., Brentford, Tel. Ealing 4506-9. [C5019/R]

£395!!—Right-hand drive American Ford V.8, 6-seater touring saloon, 1948-9, fully chromed mouth-opening front grille, leather interior, 4-door modern styled bodywork, excellent appearance and in first-class mechanical order.

CAMDEN MOTORS, LTD., Leighton Buzzard 2041.—Write for catalogue: showrooms open until 8 p.m.

1953 Ford Customline 4-door saloon, a fine late model with every extra including radio, Whitewall tyres, low mileage, one owner, terms, exchanges; £1,175.—D. F. Wyatt, Ltd., 51-53 Fortune Green Rd., West Hampstead, London, N.W.8. Hampstead 8998. [C4084]

American Ford Cars Wanted
SIMPSONS MOTORS (WEMBLEY), Ltd., the American Car Forders, Wembley 8691/3903. [W4015/R]

UTILITY—FORD OR OTHER BODIES

1946 Ford 18hp Martin Walter Ullinton, grey, immaculate; £225 or £75 down, £75 per month, 180/184, West End Lane, N.W.8. Hampstead 9490. [C1024]

Ford Miscellaneous Cars Wanted

A LLAN TAYLOR (MOTORS), Ltd., HIGH ST., Wandsworth, S.W.18.

MAIN Ford dealers.

L ARGE stock of genuine Ford parts.

VANDYKE 4433 (5 lines).

P RIVATELY owned Ford Prefect or Anglia—5, Bras Court, Kingston Hill, Surrey. Tulse Hill 2768. [C1014/R]

Ford Spares and Services

NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. [C1025]

FRANK G. GATES, LTD., High Rd., Woodford Green (Tel. Wanstead 2233), main Ford dealers, service and all spares.

WE have one of the biggest stocks of English sports cars, imported from America, A.V.S., W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned BBG engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham (Grange 178 lines), also 69, High St., East Ham, Grange 1136. [C1025/R]

Frazer Nash Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Frazer Nash.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

FRAZER NASH-B.M.W.

345—Frazer Nash-B.M.W. 1938 328 sports convertible, never grey, old leather, 1938, £1,100. Open 6-7 days weekly and Saturdays—Rowland Smith, Hampstead (Hampstead 6041). [C1018]

1939 (registered 1940) Frazer Nash-B.M.W. type 321, 2-litre 4-seater cabriolet, one owner since new, always maintained here, reconditioned, new hood; £650.—A. F. N. Ltd., London Rd., Isleworth, Tel. 0011. [C1015]

J. H. BARTLETT—Frazer Nash-B.M.W., very special chassis, rebuilt 328 engine, close ratio gear box, high axle ratio, large brakes, fitted 2-door saloon body, 16wt 80bhp 28mpg. 90mph, complete with racing, roadster, tourer, etc., £375. [C1013]

ATHONY CROOK offers very special 328 Grand Prix 2-seater, coachwork is in 1934 condition, engine has been specially built with large crankshaft and centre balance, weight as per Grand Prix cars, specially tuned and bench tested to give 40bhp more than standard. £650.—Anthony Crook, High St., Esher, Tel. 4520. (Hire purchase available). [C1013]

FOR all Rootes Group products.

1954 Hillman Minx Mark VII saloon, black and red, fitted heater, 19,000 miles only; £615.

MANY other models available.

PHONIX MOTOR Co. (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey. Vigilant 1121. [C3044]

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

GORDON

1955 Gordon 3-wheeler, 60mpg, taxed and insured; £225.—Dawn, Mill Lane, High Claverton, Worthing. Swindon 236. [C2031]

HEALEY

RAYMOND WAY.
RAYMOND WAY OF KILBURN.

RAYMOND WAY; the hire-purchase specialists.

1948 Duncan Healey 2½-litre sports 2-str., finished, history available. £545.

HIRE purchase terms on the spot with no references, no formalities or guarantees; part exchange on your present motor cycle or car; always 200 can under £2000. [C1047]

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 8044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C1047]

BROOKLANDS; individuality.

1953 Healey 2.4-litre d.h. coupe.

1953 Healey 2.4-litre Tickford saloon.

CONFIDENTIAL terms; cars purchased for cash.

103 New Bond St., London, W.1. Mayfair 8851. [C1029]

GLANFIELD LAWRENCE, offer:—

1948 Healey 2½-litre saloon, with special coachwork, built Simca body, a truly distinctive car; £445.—N.12. Finchley 9041. [C2033]

CHIPSTON MOTORS, Ltd., offer:—

HEALEY Silverstone, 1950, unmarked, in red, modified and maintained regardless of cost, specimen car, terrific performance; £545.

CHIPSTON MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Plaxton 0052/7253/7154. [C1046]

1950 Elliott 2½-litre saloon, sliding roof, heater, grey, 36,000 miles; £540.—Thro. 3475. [C776]

J. H. BARTLETT—Healey 1951 Tickford saloon, radio, heater, sunshine roof, one owner choice of £2, £205 and £295.—Pembroke Villas, W.11. Bay 0509. [C1013]

1951 excellent condition throughout; £225.—Norwich Autos 544-554, London Rd., West Croydon, Surrey, Tel. Thornton Heath 4657. [C2039]

HEALEY Tickford 1951 saloon, grey with red leather interior, maintained by enthusiasts from new; price £685.—Lisie's Garage, Ltd., 50-52, Broad St., Birmingham, Mid. 5574. [C5096]

ROSE & YOUNG, Ltd., offer: 1949 Healey Sportsmobile 4-seater sports, exceptional condition, blue; £225.—Sternhold Ave., Streatham Hill, S.W.12. (1 min. Streatham Hill Station). Tulse Hill 6464. [C5057]

Healey Cars Wanted
RICHARDS & CARE, Ltd., buy Healeys.—35, Kinnerton St., S.W.1. Sloane 5424. [C1045]

OWLAND SMITH'S, the Car Buyers.—Highest cash price for Healey.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

HILLMAN 10

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—
1954 Hillman Minx Mark VII convertible, black with heater and wheel trims, very nice condition; £225.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C5043]

CAR MART, Ltd.

1954 Hillman Minx 11 model saloon, heater, grey with red upholstery; £225.

1953 green with beige upholstery; £225.

CAR MART, Ltd., 16, Oxford Bridge Rd., Ealing, W.5. Ealing 6600. [C1038]

NEWNHAMS, Ltd.

1952 Hillman Minx saloon, excellent condition; £225.

NEWNHAM House, 235/7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024]

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam, Commer.

1952 Hillman Minx saloon, low mileage, fitted heater, etc., one fastidious owner, taxed; £225.

1953 Hillman Minx saloon, low mileage, one owner, perfect condition, taxed, choice of £21 from £55.

1954 Hillman Minx saloon, fitted many extras, choice of 2; from £600.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [C3030]

H. A. SAUNDERS, Ltd., offer:—

CHOICE of several small mileage models from £200.

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2024]

PHENIX MOTOR CO. (SURREY), Ltd.,

FOR all Rootes Group products.

1954 Hillman Minx Mark VII saloon, black and red, fitted heater, 19,000 miles only; £615.

MANY other models available.

PHENIX MOTOR CO. (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey. Vigilant 1121. [C3044]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

L. P. WARD, Ltd.
1950 Humber Pullman limousine, face-forward seats, immaculate.

L. P. WARD, Ltd., Orange Rd. Garage, Orange Rd., Thornton Heath, Tel. 3347. [C1043]

CAMDEN MOTORS, Ltd.

The Limousine specialists offer the following high-class Humber limousines:
Humber Pullman limousine 1946, a one-owner car, particularly well maintained mechanically, fitted reconditioned engine and all new tyres recently, leather front seats, reg. 1946.

Humber Pullman limousine 1947, another genuine one owner car, taxied and used privately, immaculate for its year and literally faultless mechanically; £665.

Humber Pullman limousine 1948 model, razor-edge series as above, fitted heater and radio, new set of India Super tyres, tailored seat covers, a beautiful specimen; £665.

Humber Pullman limousine 1949, Mark II series, well-maintained throughout, heater and radio, good condition throughout; £795.

Humber Pullman limousine 1950, has done somewhat higher mileage than the rest of our 1950 Pullmans but has been carefully used and is in good condition throughout; £995.

Humber Pullman limousine 1950, a beautiful specimen, electrically operated division, heater, etc., genuine one-owner car in first-class order; £995.

Humber Pullman limousine 1951, Mark III series, leather throughout, 2 owners, used previously for funeral work only, moderate total mileage, original condition; £1,200.

Humber Pullman limousine Mark III series 1951, high registration, immaculate order, this car is almost in mint condition; £995.

Humber Pullman limousine Mark III series 1952, leather throughout, radio and heater, immaculately maintained; £1,395.

Humber Pullman limousine 1952, similar model to above, on private owner, recorded mileage 18,400, faults; £1,495.

Humber Pullman limousine Mark IV series 1952-4, latest type ohv blue Riband engine, one private owner, the whole car in super immaculate order, miles and reg. £1,295.

Humber Pullman limousine Mark IV 1954, registered well within the year, leather upholstery front and rear, same type ohv engine as above, white side-wall tyres, faultless condition and as new throughout; £1,395.

CAMDEN MOTORS, the Limousine specialists, Leighton Buzzard 2041. Write for special hire car catalogue and illustrated brochure. Showrooms open until 8 p.m. [C1035]

TOM GARNER, Ltd., offer:-

1951 Humber Imperial Mark III 7-passenger saloon, black heater; £1,295.

1953 Humber Pullman Mark III 7-passenger limousine, black, heater, loose covers; £1,695.

1955 Humber Super Snipe Mark IV saloon, seal grey, heater, 4,000 miles; £1,025.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9268-8-7. [C2020]

A. GRAY & Co., Ltd., offer:-

1951 Humber Imperial Mk. VI, colour green with fawn upholstery, fitted overdrive and heater, 5,000 miles only, whole car in new condition; £975.

Humber Hawk Mk. VI, colour grey with red upholstery, fitted heater, 18,000 miles, excellent car throughout; £975.

1951 Humber Super Snipe saloon, colour black with red upholstery, fitted heater, moderate mileage; £975.

A. GRAY & Co., Ltd., 7-8, Woodbridge Rd., Guildford, Surrey. Tel. Guildford 2835-7. [19406]

ROSE & YOUNG, Ltd., offer:-

1952 Humber Super Snipe saloon, an immaculate example, metallic grey; £2,550.

1954 Humber Super Snipe saloon, low mileage, fitted radio, heater, spot lamp, whitewall tyres, etc., immaculate, blue; £945.-£950. Sternhold Ave., Streatham Hill, S.16 (2 min. from Streatham Hill Station), Tulse Hill 6646. [C3057]

H. A. SAUNDERS, Ltd., offer:-

1953 Humber Hawk saloon, green, fawn upholstery, heater; £755.

836 -842, High Rd., N.12. Millside 5272 (8 lines). [C2027]

GLANFORD LAWRENCE offer:-

1954 Number Hawk saloon, in metallic grey with red upholstery, heater, one owner, 10,000 miles only, outstanding condition; £775.-£975. High Rd., N.12, Finchley 0991. [C2053]

CHARLES FOLLETT, Ltd., offer:-

1953 (late) Humber Super Snipe saloon, metallic grey, grey hide, radio and heater, screen-wash, one owner only, spotless; 3 mths. guarantee; h.p. and part exchange; £795.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 8856. [C2010]

1951 Number Hawk saloon; £495.

MONTROSE MOTORS (N. H. Bowell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3088]

WARWICK WRIGHT, Ltd., offer:-

1953 Humber Super Snipe Mark IV saloon, Alpine mist with red upholstery, fitted radio and heater; £795.

1953 Humber Hawk Mark V saloon, heaters fitted, all low mileage; from £695.

1954 Humber Hawk Mark VI saloons, fitted with or without overdrive, most standard colours, many fitted radio and heater, all low mileage; from £695.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 2761. [C04045]

1955 Humber Super Snipe, works mileage; £1,025. Slingsby Motors, Ltd., 53, Sloane St., S.W.1. Tel. Belgrave 3781. [C3098]

HUMBER

CHIPSTEAD MOTORS, Ltd., offer:-

1955 Hawk, grey, recorded mileage 11,000, overdrive, radio, heater, loose covers, many extras, virtually as new; £965.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C10446]

PHENIX MOTOR CO. (SURREY), Ltd.

FOR all Rootes Group products.

1953 Humber Super Snipe, blue, fitted heater, 17,000 miles only; £795. current model available, list price.

MANY other models available.

PHENIX MOTOR CO. (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey. Vigilant 1121. [C3044]

GUY SALMON AUTOMOTORS offer:-

1950 Humber Super Snipe Tickford coupe, 32,000 miles, radio/heater, excellent condition, one owner. Salmons Garage, Ltd., Temple Bar 5358. [C4029]

PETER BANTOCK CAR SALES offer:-

1954 series Humber Hawk Mark V, small mileage; choice of 2 from £655.-£104, High Rd., Chiswick 2725/5870.

WESSEX MOTORS, New St., Salisbury.

PART of the Henly Organization.

1954 (April) Hawk, finished in bronze and fitted heater, one owner, speedo 12,000.—Tel. Mr. Gray at Salisbury 3275.

WESSEX MOTORS, New St., Salisbury. [C1014]

HENDON CENTRAL GARAGE, Ltd., offer:-

1951 Humber Hawk saloon, one owner, in very good order throughout, taxed year; £250.

1950 Humber Hawk, cloth rear, heater, radio, 21,000, careful private owner, magnificent condition throughout; £425.

Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034]

WHITEHALL MOTORS, Ltd., of Coventry, offer:-

1955 (February) Humber Hawk ohv de luxe saloon, fitted overdrive, radio, heater, screen washers, etc., 5,000 miles only, cost new approx. £1,100, now offered at £1,050, your present car in part exchange.

1951 Humber Mark III Super Snipe, finished in chrome, paintwork pristine, excellent condition throughout; terms or exchanges.

WHITEHALL MOTORS (COVENTRY), Ltd., Coventry Rd., Exhall, Nr. Coventry. Tel. Bedworth 3395-6. [C4068]

AUTOMOBILE AIRCRAFT SERVICES, Ltd., offer:

1953 Humber Hawk, one owner, heater, etc.; £555.

HUMBER Pullman limousine in magnificent condition, late 1953, with the Blue Riband ohv engine, one private owner; offered at £1,790.

MARLBOROUGH WORKS, Kenion. Tel. Wordsworth M7800 (5 lines). [C1008]

LEONARD WILLIAMS (DISTRIBUTORS), Ltd., offer:-

1953 Humber Hawk saloon, in black with red upholstery, heater, one owner, 19,000 miles only, this car in outstanding condition and carries our guarantee; £1,745.

LEONARD WILLIAMS (DISTRIBUTORS), Ltd., Packard Buildings, Gt. West Rd., Brentford, Middx. Ealing 5400. [C4068]

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:-

1949 Humber Pullman limousine, £725; 1951 Humber Hawk, radio, heater, £450-£550.

High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

1939 Humber Super Snipe saloon, very good condition, one owner; £160.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345-6. [C1046]

1954 Humber Hawk saloon, quartz blue, fawn leather, heater, one owner, taxed year; £735.

1953 Humber Hawk, golden sand, red leather, good tyres, one owner, taxed year; £735.

R. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. [C501]

1954 Humber Hawk, black, red interior, a beautiful specimen with fitted radio, excellent tyres, a very smart appearance; £865.-Hillwood Motors, Mill Hill (London) 4232. [C1917]

HUMBER Super Snipe black touring saloon with division, 5,700 miles, chauffeur driven, heater, loose covers as new; £1,100 o.n.o.—Routier, 11 Greenford Rd., Greenford, Epsom 3554. [C4048]

1953 (September) Humber Super Snipe saloon, small mileage; £855 or exchange.—Kirbys, Ltd., 292, Church St., Blackpool. [C5242]

1951 Humber Hawk, radio, heater, blue, fawn, a most attractive car; £495 terms, exchange.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2001]

1955 series (December, 1954) Humber Super Snipe, 2-door saloon, radio, heater, miles 6,000; £1,375 or exchange.—Kirbys, Ltd., 292, Church St., Liverpool. [C5256]

1955 (July) Humber Super Snipe, black, 1,300 miles only; £1,195.—Castleton Motors, Ltd., Manchester Rd., Rochdale. Tel. Castleton/Rochdale 5723. [C5251]

!!! 1950 Humber Super Snipe 4-door sun saloon, black, brown hide interior, heater, taxed year, appearance of a few weeks old, £645, cash or part exchange.—14, Bolkington Ave., Worthing 1339. [C4027]

1950 Humber Super Snipe saloon, finished in grey green with grey leather, fitted radio, heater, loose covers and whitewall tyres; well maintained; £695.

Clarke's of Firbright, Ltd., Firbright, Surrey. Brookwood 2201-2. [C1049]

1955 Humber Super Snipe saloon, radio, heater, many extras, 1,600 miles only; £1,295.

British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, C.1 (adj.) Leicester Square Tube Station. Tel. 3598. [C1027]

HUMBER Hawk Mk. VI as new, reg. Sept., 1954, with latest type ohv engine; fitted heater, whitewall tubeless tyres; colour black with red leather and in excellent condition; £275.—Godfrey Davis, Ltd., Neasden Lane, N.W.10. Gia. 6474. [C4011]

1952 (April) Humber Super Snipe, black, red leather, one owner, chauffeur driven, twin whitewall tyres, windscreen wiper, £1,000. Undersealed, unmarked condition; £525.

G. E. Harper, Ltd., 1, London Rd., Stevenage. Tel. 700. [C412]

Number Cars Wanted

ALMOST new Humber required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2876. [C3016]

EMA Ltd., Grove Rd., Southsea, Portsmouth. [C410/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Humber Cars Wanted

ROOTES, Ltd.
DISTRIBUTORS.
REQUIRE modern low-mileage Humber cars.
BIRMINGHAM.—Lower Temple St. (Central 8411.)
ROCHESTER.—(Chatham 2231.)
WROTHAM HEATH.—(Borough Green, 4.)
MAIDSTONE.—(Maidstone 3333.)
MANCHESTER.—129, Deansgate. (Blackfriars 6677.)
CANTERBURY.—(Canterbury 3232.)
ROOTES, Ltd., Devonshire House, Piccadilly, W.I.
Tel. Grosvenor 3401. [C100/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Humber.—Hampstead (Tube N.W.3. Ham. 6041.) [W4018/R]
HUMBER Imperial 7-seater saloon required, 1951 preferred.—St. Alresford Rd., Winchester. (W1010)
A & S Limousines, Pullman, Touring and Imperial saloons required urgently, immediate payment.
A LPE & SAUNDERS LTD. Providence Court, North Audley Street, London, Mayfair 2941. [W1006]
TOP price paid for 1949 onwards Pullman Limousines and Imperials, all, Nicholson, Ltd., West Lane, Halifax. Tel. 4251. [G303/R]
PRIVately owned 1951-2-3 Pullman, alternatively 7-passenger saloon urgently required.—Please address, Wolverton, Winchester Close, Esher. [W1003]
HUMBER Hawk required, 1951-1953, low mileage and good condition essential, also one owner only.—Write 55, Beech Ave., Radlett, Herts. All replies answered. [J325]

Humber Spares and Services
THE Humber specialists for all spares.—Ring Upplands 3637. See advt. under Parts & Accessories. [G398/R]

JAGUAR

HENLYS, Ltd.
ENGLAND'S Largest Jaguar Distributors.
SLECTION of all models at attractive prices.
DEVONSHIRE House, Piccadilly, W.I. (Grosvenor 2232.)
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)
DEPORTS at:-
MANCHESTER (Blackfriars 7843).
BRISTOL (Bristol 21326).
BOURNEMOUTH (Bournemouth 6314).
NORTHAMPTON (Northampton 907).
CAMBERLEY (Cambridge 77).
HOUNSLAW (Hounslow 3545).
FINCHLEY (Finchley 0081).
GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLYS, Ltd., England's Leading Motor Agents. [G307/R]

HC
£185!! Jaguar 3½-litre drop head coupe '52-3. £185 beautifully built car looks like a rocket, new hood, carpets.—Hampstead Cars, 176, Finchley Rd., N.W.3. Hampstead 9021. 9 a.m. to 7 p.m. [C1051]
BENTALLS, Ltd.
1954 Jaguar XK120 drop head coupe, black with tan upholstery, radio and heater; £1,225.
1950 Jaguar Mark V saloon, bronze with brown upholstery, heater; £225.
1950 Jaguar Mark V drop head coupe, cream with red upholstery, radio and heater; £695.
KINGSTON-ON-THAMES. Kingston 1001. [C1053]

CAR MART, Ltd.
1953 Jaguar 3½-litre Mark VII saloon, sliding head, heater, black with brown upholstery; £925. [C1054]

CAR MART, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [C1059]

RAYMOND WAY.

RAYMOND WAY, the hire purchase specialists.

1949 Jaguar Mark V saloon, finished in steel grey with red leather upholstery, radio and heater, tax'd year. This car can be described as having an outstanding appearance.

HIRE Purchase terms on the spot with no references, no formalities or guarantees. Part exchange on your present motor cycle or car. Always 200 cars under £400 to choose from.

RAYMOND WAY, 6044, connecting all branches and departments (Kingston Park Station, Bakerloo line, 150 yards).

H. W. MOTORS, Ltd., offer:-

1955 Jaguar XK140 fixed head coupe, low mileage, 2200 miles, worth of car; £1,750. [May] Jaguar Mk. VII, black/tan uphol.

1953 radio, 29,000 miles, one owner; £975.

1954 model Jaguar XK120 drop head coupe, pale blue, one owner, 10,000 miles, as new, many extras; £1,250.—Bridge Motor Works. [C1064]

1955 Jaguar XK140 fixed head coupe, low mileage, 2200 miles, worth of car; £1,750. [May] Jaguar Mk. VII, black/tan uphol.

1953 radio, 29,000 miles, one owner; £975.

1954 model Jaguar XK120 drop head coupe, pale blue, one owner, 10,000 miles, as new, many extras; £1,250.—Bridge Motor Works. [C1064]

JAGUAR

L. F. WARD, Ltd.
1953 Mark VII Jaguar, black, grey upholstery, 18,000 miles.

L. F. WARD, Ltd., Grange Road Garage, Grange Rd., Thornton Heath. Tel. 3347. [C4043]

H. R. OWEN, Ltd.

FROM our large and comprehensive stock we have chosen the following cars as examples:-

1955 Mk. VII M type saloon, automatic gearbox, finished in grey with red leather upholstery.

1953 Mk. VII saloon, finished in black with bis

WE are interested in the purchase of Jaguar cars, and we invite communications from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C3032]

CAMDEN MOTORS, Ltd.

OFFER the following high-class Jaguars from the

JAGUAR range:-

1953 Mark VII saloon 1952 model, late 1951 de-

JAGUAR Mark V saloon—choice of 2 1952 models, one

in black, one in grey with heater and radio, both

specifications to choice. [C275]

JAGUAR 3½-litre drop head 4/5-seater coupe, 1948,

a superb specimen, virtually unblemished with im-

mmaculate coachwork, hood and upholstery; £445.

JAGUAR 2½-litre drop head four-seater coupe, 1939,

one superb model, similar style to post-war

series, and in much above average condition for its

year; £275.

JAGUAR 1½-litre sports saloon, 1939, fitted heater,

fog and passing lights, recent engine overhaul, good

terms and bargain; £275.

CAMDEN MOTORS, Leighton Buzzard 2041; write

C for catalogue; showrooms open until 8 p.m. [C1035]

PEDIGREE CARS offer:-

1952 Jaguar Mark VII saloon, radio, heater, wind-

screen, rim embossers, wing mirrors, above

average condition; £795.—340-2, Euston Rd., London, N.W.1. Euston 7868. [G394]

JHONSON & BROWN offer:-

1953 (July) Mark VII saloon, 16,000 miles, radio;

£975.

1952 (model) XK120, silver, red leather, excep-

tional condition, unmodified; £2800.—268,770,

High St., Bromley, Kent. [C2074]

GREAT WESTERN MOTORS.

OFFICIALLY appointed Jaguar dealers.

1954 Mark VII, pastel green and grey hide, one

owner, low mileage, immaculate; £1,195.

1954 Mark VII, beige, red hide, one owner, low

mileage, in excellent condition; £1,195.

1954 (model) Mark VII, Jaguar director's personal

car, perfect condition; £1,125.

1954 XK120 drop head coupe, cream with red

hide, fitted radio, moderate mileage, recent

overhaul by Jaguars; £1,165.

1954 (model) XK120 d/h coupe, beige, red hide, new hood, low mileage, one owner; £1,075.

1952 (May) Mark VII, dual blue, blue hide, fitted radio, a very attractive car, moderate

mileage; £825.

1952 (October) Mark VII, grey, grey hide, new gearbox just fitted, radio, excellent con-

dition; £825.

1950 Mark V, drop head coupe, black, brown hide, radio, a fine example of this popular model; £725.

1949 (May) V, black, brown hide, radio, taxed; £525.

ALL the above cars have been carefully vetted in our

own workshops and carry our 5 months' guarantee.

4-6-8, Bishopsgate Rd., E.C.2. Ambassador

[C2069]

TAYLOR & CRAWFORD offer:-

1954 Jaguar XK120 drop head coupe, radio, many

modifications, chromed wire wheels, 11,000

miles, in most beautiful condition; £1,195.

1954 (May) Mark VII, with overdrive, beau-

tiful condition; £1,195.

1954 (May) Corner, Grosvenor Crescent, Mews, S.W.1. Sloane 4215. [C4036]

COMPTON & FULLER offer:-

1953 Jaguar Mark VII saloon, black with beige

interior, one owner, numerous extras and

modifications. Ace rimbellers, absolute perfect

specifications; £985.—Odeon Parade, Elmers End, Beckenham, Kent. Sec. 3570. [C1110]

BRICKLANDS—Jaguar retailers

1954 Jaguar XK120 fixed head cpe., spec. mods.

103, New Bond St., London, W.1. Mayfair 9061. [C1029]

H. BEART & CO., Ltd., offer:-

1953 Jaguar Mark VII saloon, black with red

upholstery, 21,000 miles, in outstanding con-

dition; £1,025.

1954 Jaguar XK120 drop head coupe, fitted H.M.V.

radio, one owner, small mileage, supplied

by ourselves originally when new; £1,195.

1955 (May) Mark VII M-type saloon, 3,000 miles

only, pastel green, with green interior, heater.

AC Rimbellers, one owner; £1,475.

1954 (May) Jaguar XK120 drop head overdrive model, one

owner, genuine 15,000 miles and in outstand-

ing condition throughout; £1,195.—102, London Rd., and High St., Kingston-on-Thames. Kingston 1050. [C1081]

PHILIP RICKARDS, Ltd., offer:-

1955 (Dec.) Jaguar Mk. VII saloon, Birch grey,

red, low mileage; part exchange, deferred terms; £1,245.

1954 (Dec.) Jaguar XK120 drop head coupe, pale

blue, one owner, 10,000 miles, as new, many

extras; £1,250.—Bridge Motor Works.

[C1082]

JAGUAR

GUY SALMON AUTOMOBILES offer:-

1955 (May) Jaguar XK140 drop head coupe, 1,500 miles, cost new £1,700; £1,575.

1953 Jaguar Mark VII saloon, grey/grey leather, 25,000 miles, immaculate condition throughout, very good mechanicals, one owner; £2,000.

1951 (May) Jaguar Mark VII saloon, 17,000 miles only from new; £695. Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-5.

DUNCAN HAMILTON & Co. for Jaguars.

1954 Jaguar XK120 drop head coupe, black with

washers, wing mirrors, fitted heater, window washers, wing mirrors, Michelin X tyres, superbly

maintained by one owner; £1,175.

1953 (May) Jaguar Mark VII saloon, 21,000 miles only, lavender grey with red leather interior, detailed service history, meticulously cared for by one owner; £995.

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:-

1953 (May) Jaguar saloon, black and grey.

1952 (May) Jaguar XK120 roadster, 20,000 miles, blue

with grey leather interior, fitted radio, twin exhaust, unvarnished, beautiful order throughout; £835.—33, High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. [C1091]

KNIGHTSBURG MOTORS, Ltd., offer:-

1954 series Jaguar Mark VII saloon, pale blue, one careful owner, spare tyres unused, 14,000 miles in very good condition; £1,085.

1951 (Oct.) Roberts' London Place, Belgrave Sq., London, S.W.1. Sloane 4086.

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:-

1953 (May) Jaguar saloon, black and grey.

1952 (Oct.) Jaguar XK120 convertible, black and grey, radio, radio, radio, mobile, mileage only 237: price well under original cost; £1,595.

XK120 (May) ivory white with red and biscuit

upholstery, a genuinely outstanding example

fitting many extras, including radio, heater, courtesy lights, spot lights, etc.; £875; chance of one

other 1952 XK120.

1954 (May) Jaguar, an immaculate low-mileage

example of this outstanding car complete with radio and heater; £1,145; offered a choice of 1953 model.

1954 (May) Jaguar Mk. VII saloon with fully automatic gear, grey with red leather interior; £1,595.

1954 (May) Jaguar Mk. VII saloon with red leather interior; £1,595.

1954 (May) Jaguar Mk. VII saloon with red leather interior; £1,595.

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1954 (May) Jaguar Mk. VII saloon with red leather interior; £1,595.

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

1953 Jaguar Mark VII saloon, British Racing Green, radio, various extras; £995.
1950 Jaguar Mark V saloon, black with tan leather, radio fitted; £625.
PARKER'S (MANCHESTER & BOLTON), Ltd., Bradshawgate, Bolton 4080.

SS100 1952, 2½, completely rebuilt last year; £325.—Long Eaton 107 (Notts.). [9460]

1951 Jaguar XK120, black, 23,000 miles; £725.—Liberty 1335 or Staines 2625. [9467]

1939 Jaguar 1½-litre saloon, black, immaculate; £250.—125, High St., Olney, Bucks. [9320]

1946 Jaguar 1½-litre saloon, grey, nice condition; £345.—Hale Motors, Ltd., Tot. 7771. [4 lines]. [C2077]

BEARTS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston, Kent. [5546]. [1061/R]

1953 (September) Mark VII Jaguar, 20,000 miles, radio, immaculate; £995.—Tolworth Motors, Kingston, By-Pass, Elmbridge 2254. [C4081]

1950 (Oct.) 3½-litre Mark V saloon, left-hand drive, radio; nearest £550.—Jacques, 15, Peckham Rds., W.2. [9118]

1947 Jaguar 1½-litre, very good condition throughout; £240.—Aces of Spades, Great West Rd., Hounslow. [5476]. [C2050]

ATHONY CROFT, 1954 Mark VII, 3,000 miles, A. 222, 1951 XK120 sports, one owner, £185.—High St., Essex. Tel. 4582. [C1063]

1939 Jaguar 1½-litre saloon, sound mechanically, absolute bargain; £185.—A. Motors, Palmerston Rd., N.W.8. Tel. 4723. [C1011]

1939 Jaguar 1½-litre saloon, well above average condition; £250.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.6. [C2068]

XK120 fixed head, 16,000 miles, high lift cams, twin exhausts, new tyres, radio, looms covers, luggage rack; £1,100. New. 6552. [8972]

1955 model Jaguar Mark VII M with overdrive, avenged, grey, red leather, 5,000 miles; £1,000.—George St., Oxford 46021.

1950 extras; £595.—A. Owen (Hendon), Ltd., Tel. Col. 5185.

1951 Jaguar Mark V saloon, black, 22,000 miles only, immaculate, many extras, private sale; £700.—Greenwich 0217.

XK140 fixed head coupe, 1955, black/red upholstery, 13,000 miles only, never covered 50mph, extra, owner going abroad.—Box 5750. [C5953]

1953 Jaguar Mark VII saloon, black, one owner; £925.—C. W. Wimbley, Ltd., 312, Earls Court Rd., London, S.W.5. [C4056]

1953 Mark VII saloon, finished in dual tone black and white with brown leather, an attractive car in immaculate condition, tax year; £975.

K J MOTORS, Ltd., Bromley, Rav. 3456. [C5956]

NEW XK140 fixed head coupe, finished suede green with upholstery to match, standard engine and chassis; list price; immediate delivery, below.

NEW XK140 fixed head coupe, finished pastel green with suede grey upholstery, fitted O type engine, radio, overdrive, Michelin X tyres; list price immediate delivery—Ashmores, Ltd., Roebuck Lane, West Bromwich. Tel. 0766. [C1918]

1947 Jaguar 1½-litre saloon, one of the finest to be offered, guaranteed; £245.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kin. 8104. [C4055]

1949 Jaguar 2½-litre Mark V saloon, black, one owner, nice condition; £545.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. [C2043]

1948 2½-litre special equipment saloon, exquisite, polished, red, black, etc.; £895.—Richards & Carr, Ltd., 55, Kinnerton St., S.W.1. [C5045]

1951 Mark V saloon, black, beige interior, immaculate condition; £665.—Holland Park Automobiles, 142, Holland Park Ave., W.11. [C2026]

995—Jaguar 1954 XK120 drop head coupe, grey, red leather, heater, screen washers, one owner, small mileage; terms, exchanges.—Rowland Smith, London.

1948—Jaguar 1956 2½-litre saloon, sliding head, leather, very good condition; terms, exchanges, list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

LAMRS OF WOOD GREEN for Jaguars, London. Largest stockists of used Jaguars, over 20 in stock, every one beautiful, hand picked and overhauled. Below.

£925!!!—1953 Jaguar Mark VII de luxe saloon, immaculate and small mileage condition. Below.

£825!!!—1952 Jaguar Mark VII de luxe saloon, choice two, both specimen.—Below.

£666!!!—1951 Jaguar Mark V 2½ de luxe saloon, top condition, interior beautiful, two owners, mint condition.—Below.

£577!!!—1949-50 Jaguar Mark V 2½ de luxe saloon, excellent vehicle, also choice two others and a Mark V 2½-litre saloon.—Below.

£444!!!—1949 Jaguar 2½-litre saloon, about 55,000 miles, beautiful condition.—Below.

£444!!!—1949 Jaguar 5½ convertible, magnificent and outstanding condition.—Below.

LAMRS OF WOOD GREEN Finchley Showrooms, 48-52, High St., Finchley, Finchley Green, N.13 (East Finchley Underground). [C2062]

!!!£535—1950 Jaguar Mark V saloon, H.M.V. radio, heater, silver, red leather, fine performance. Written guarantee, terms, exchanges, trade enquiries welcomed.

HAROLD SIMONS, Ltd., 597-601, High Rd., East Finchley, N.2. Finchley 0053-3-4, any time. [C5061]

1954 superb condition; £1,175.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Surrey. Tel. Molesey 6139. [C5057]

1955 Jaguar Mark VII type M saloon, with overdrive, battleship grey, red interior, one owner, genuine mileage 5,500 only; £1,355.—R. E. Sanders & Sons, Ltd., Walsworth Rd., Hitchin, Herts. Tel. 4436. [8537]

The Autocar

JAGUAR

JAGUAR XK120, fixed head, Oct. 1953, black, red leather, 13,500 miles, twin exhausts, immse; £1,050 or offer.—Hillier, 74, Tudor Way, Hillingdon, Middlesex. Hayes 0552. [9205]

1948 Jaguar 3½-litre saloon, black, hide interior, one owner, very beautiful specimen; £995.—G. S. Hall, Ltd., 502, King St., Hammersmith, W.5. Riverside 2881. [9358]

JAGUAR 1952 Mark VII saloon, black, radio, works maintained; £890. Terms and exchanges.—Hunt's (Birmingham), Ltd., 199, Hagley Rd., Birmingham, 16. Tel. Edgebaston 2261. [9404]

1954 Jaguar XK120 drop head coupe, creamy white, spare unused; £1,225.—Wilson's Automobiles, Ltd., 1, Dorking Rd., Epsom 3901. [C4065]

1954 Jaguar Mark VII, battleship grey, red interior, fitted overdrive, exceptional condition throughout; £1,275.—Weybridge Automobiles, Ltd., 1, Weybridge 235. [9362]

£375—Jaguar 1½-litre November 1946 special equipment saloon, silver grey, red leather, sliding roof, one previous owner, beautiful condition.—Tel. Edgebaston 6916. [9454]

XK120 fixed head, super model in pastel blue, full set of extras, not raced, nicely run to achieve 120mph; best offer secures.—Fry, Roman Bank, Skegness. Tel. 1122. [9193]

XK140 1955 (May) 2-seater, pearl grey with red overdrive, mileage 2,000, as new in every respect, fully guaranteed; £1,500.—Imperial Garages, Ltd., Dickson Rd., Blackpool. Tel. 21584. [9102]

XK120 1952, 25,000, standard, independent expert opinion, chassis good, paint cream fair, unrecd, unrallied, H.M.V.; £750; not Saturdays.—Andrews, "Visheda," Swanwick, nr. Southampton. Tel. 2224. [9287]

1955 XK140 drop head coupe, British racing green with tan, wire wheels and overdrive; list price; £1,275.—Ashall & Son (Engineers), Ltd., Windle City Garage, Moss Bank Rd., St. Helens. St. Helens. Tel. 2224. [9287]

C Type Jaguar, ex Duncan Hamilton works 3,000, chassis No. 056, disc brakes and all modifications, prepared for immediate racing.—D. Margulies, 595, Netherhill Gardens, London, N.W.5. Hampstead 5052. [9557]

1947 3½-litre Jaguar saloon, fitted radio, heater, polished Ace wheel discs, blue tarian seat covers, two fog lamps, India Super tyres, everything in good order, owner going abroad; £235.—Box 5609. [C1960]

1953 (Nov.) Jaguar Mark VII saloon, black with tan leather, one careful owner, guaranteed mileage 16,700, recently tested and passed by Jaguar service engineer; £1,065.—Skurrys, Ltd., Swindon. Tel. 2266. [9436]

12500 chrome exhausts; Twin Flame throwers, transducers, torsion bars, screensprays, new body chassis, 1955, first registered 1951; absolute value at £810 or near; genuine reason sale.—Box 5582. [8964]

1951 Jaguar XK120 roadster, absolutely immaculate, must be seen to be believed, genuine mileage, tax year, would exchange for really nice Jaguar V saloon or coupe.—Wadham Garages, Weston-super-Mare. Tel. 269. [9995]

1953 "quietly tested" Jaguar Mark VII saloon, black with grey, grey upholstery, fitted heater, radio and other extras, well cared for; £1,000.—A. W. Watkin, Ltd., 116, Shortmead St., Biggleswade. Beds. [9083]

£1095!!!—1954 Jaguar Mk. VII, black with brown upholstery, Ace Rimellishers, exceptionally well maintained car, exchanges, terms over 24 months.—Comerford's, Ltd., Oxford House, Pinner Rd., Thame Ditton, Emb. 5531 (6 lines). [19170]

1949—Jaguar V. de luxe saloon, engine reconditioned, brakes relined, new shock absorbers, torque discs, clutch, etc., throughout; private sale, but h.p. can be arranged; £1,000.—E. Parfes, 19, England Lane, Loughton, Essex. [9271]

JAGUAR Mk. V saloon, reg. March 1951, 3½-litre model of moderate miles, grey contrasting with red leather, interior excellent, condition fitted H.M.V. radio and heater, tyres nearly new; £595. Godfrey Davis, Ltd., Neasden Lane, N.W.10. Gla. 6747. [9405]

1954 (Oct. 1953) model Jaguar Mark VII, black, 24,000 miles, immaculate; accept £650 for immediate sale or exchange for smaller car.—Bowles 18, Elm Park Court, Pinner, Tel. Pinner 4322, evenings 560. [19416]

XK140 1955, only 6 weeks old, cost £1,999/12; every bit of special equipment on this model offered by David Simons, 2000, 50 miles on Old English red upholstery, black hood, Michelin X tyres, genuine reason for disposal by client; £1,725. [C4069]

BOLTON OF LEEDS, Ltd., Harrison St., Briggate, Leeds, L. Tel. 2014. [9146]

1953 Jaguar Mark VII de luxe saloon, fitted radio, heater, etc., moderate miles, excellent condition throughout; all that for £1,066. H.P. terms, part exchanges.—Percy D. Sleeman, Ltd., 91, Cowley Rd., Brighouse 5022. [C4068]

OCTOBER, 1952, Jaguar Mark VII saloon, in black with brown leather upholstery, fitted with H.M.V. radio, heater, etc., moderate miles, excellent condition throughout, taxed for the year, guaranteed; £850.—G. S. Oscret & Co., Ltd., Castle Boulevard, Nottingham. [9231]

1955 model (October, 1954) 3½-litre Jaguar Mark VII, type M saloon with overdrive and radio, genuine mileage 8,500, taken December 51, one owner, British Racing Green, very good condition, obtained from new by distributors; £1,500.—MacVittie, Malvern. Tel. 300. [9189]

XK120 1951 (Dec. '50), cream and red leather, loose covers, twin exhaust, new pistons, duoflex rings, hand pump lamp, flame thrower, for lamp, blower, excellent and side screens, good Michelin tyres, not raced and exchangeable for this enthusiast's car, taxed year; £750.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C5011]

Jaguar Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/H]

COOMBS & SONS (GUILDFORD), Ltd., Guildford. Urgently wanted, good condition post-war Jaguar cars, offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [W4024/H]

ALMOST new Jaguar required immediately.—Streatham Hill, S.W.2. Tulse Hill 2676. [W4016/H]

MARSTON MOTOR CO., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [D180/B]

Jaguar Spares and Service

HENLYS, Ltd. ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 3477.) SPARES and replacement engines for all models from 1938.

AD at Manchester, Cheetham Hill Rd., Deansgate A 6216-7. QUICKE completion of repairs. [0563/R]

KJ MOTORS, Ltd.—Spares, reconditioned units, Girling, Radiomobile agents.—Bromley, Rav. 5456. [0967]

RP. POWELL MOTORS, Ltd., East London area dealers—Full repair and general service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0403/R]

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 2224.

EFFICIENT repairs! Immediate attention; gears, gear boxes, etc.; seat covers, £5/10; trade discount; bought, sold.—T. & F. 10, Winchester M. W. 3. Hampshire 2647. [84100]

ANCASHIRE specialises in sales, repairs and parts service; large stock available.—Parker's, Ltd., Bradshawgate, Bolton (4080), and 176, Deansgate, Manchester (Deansgate 4507). [0739/R]

JEEP Jeeps always available, comprehensive stocks of spares.—Autowork, Ltd., Tel. Winchester 2955. [C1010]

JEPPS, private or commercial, all spares.—F.W.D., Motors (late Wick Autos), 15, St. John's Rd., Hampton Wick, Kingston 4718/6246. [0820/R]

£120 full special, bargain—See Metamet, famous Jeeps, all types, all conversions—96b, Belize Rd., N.W.3. Hampstead 6231. [0287/B]

REBUILT Jeeps (full guarantee equivalent to a maker's); own vehicle taken part exchange; h.p. terms available.—Mansell & Fisher (see Jeep Spares, below). [C0966]

BRITAIN'S leading Jeep specialists now offer the first diesel-powered Jeep fitted with new Perkins P.4 engine. In addition to our range of Jeeps and other Jeeps, write for details to—

MOTORCRAFT GARAGES, Station Approach, Gomersalbury, W.4, Chiswick 3013/0651. [0241/R]

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; 1955 illustrated assembly guide and parts catalogue price 17/-; 1956 illustrated parts, low prices; 1957 illustrated parts, low prices; 1958 illustrated parts, low prices; 1959 illustrated parts, low prices; 1960 illustrated parts, low prices; 1961 illustrated parts, low prices; 1962 illustrated parts, low prices; 1963 illustrated parts, low prices; 1964 illustrated parts, low prices; 1965 illustrated parts, low prices; 1966 illustrated parts, low prices; 1967 illustrated parts, low prices; 1968 illustrated parts, low prices; 1969 illustrated parts, low prices; 1970 illustrated parts, low prices; 1971 illustrated parts, low prices; 1972 illustrated parts, low prices; 1973 illustrated parts, low prices; 1974 illustrated parts, low prices; 1975 illustrated parts, low prices; 1976 illustrated parts, low prices; 1977 illustrated parts, low prices; 1978 illustrated parts, low prices; 1979 illustrated parts, low prices; 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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JOVETT

CLARKE'S OF PIRBRIGHT, Ltd.

THE Jowett Centre of the South.

1953 Javelin de luxe saloon, 24,000 miles, turquoise blue with beige leather, excellent condition; £585.**1953** hood, 15,000 miles, supplied and maintained by us since new; £675.**1952** fitted factory replacement engine, excellent condition throughout; £500.

24 hours a day, we never close (open throughout the week-end).

PIRBRIGHT, Surrey. Brookwood 2201-2. [C1049]

Jowett Javelin saloon, beige with beige

INTERIOR, fitted with cooler; £475.

OTTOMATE MOTORS, Ltd., Bolling Rd., Darwen 774, and Balsall Heath, Blackburn 5094. [C1062]

1951 Owen (Hendon), Ltd., Tel. Col. 3185. [C1060]**1951** Javelin de luxe saloon, grey, loose seat covers,

carefully maintained, tax'd; £485.

K. J. MOTORS, Ltd., Bromley. Ray 3456. [C1044]

Jowett Javelin, Maroon, heater, black

interior, 24,000 miles, £585.

1949 (Oct.) Javelin saloon, low mileage, smart

car, excellent condition; £385.—Butler, 7, Erith Rd., Belvedere, Kent. Erith 2344. [C1040]

1951 Jowett Jupiter special sports coupe, heater, heater, £585.—A. Owen (Hendon), Ltd., Tel. Col. 3185. [C1061]**1953** (late) Jowett Jupiter, low mileage, excellent

condition; £545.—Jacquier, Ltd., 225-7, Ham-

mersmith Rd., W.6. Riverside 6677-8. [C1043]

1953 (June) Javelin de luxe, black, brown, 16,000

miles, loose covers, etc., immac.; £590.—

67, Kilburn Rd., Belper, Derby. [C1044]

1953 (August) Jupiter series III, low mileage,

excellent throughout; £575.—Richards & Carr, Ltd., 235, Kinerton St., S.W.1. Sloane 5424.

1953 Jowett Javelin de luxe saloon, black, brown

leather, exceptional condition throughout, nominal mileage, 3 months' guarantee; £595.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1186.

13853 miles certified)—Jupiter 2-seater drop

top (September, 1952), one owner, well used, green, heater, maintained weekly by Jowett

distributors, indistinguishable from brand new; £550.—Speedsters, Ltd., Cross Oak Lane, Salfords, nr. Red-

hill. Horley 628 until 10 p.m. [C4020]

Jowett Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Jowett—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

WM

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 1139. Largest Jowett agents in the country, are in very urgent need of Jowett cars as new 1953 or 1954 full Series III Javelin de luxe. [W4049]PRIVATELY owned Javelin—5, Brae Court, King-
ston Hill, Surrey. Tulse Hill 2768. [W2037]**ALMOST** new Jowett required immediately—54,
A Streatham Hill, S.W.2. Tulse Hill 2678. [W3016]

Jowett Spares and Service

JOWETT CARS, Ltd.
SPARES, reconditioned units and service facilities will continue to be available in your district; consult your local agent or write to Service Department, Jowett Cars, Ltd., Bradford. Tel. Idle 341. [C1074/R]**F**AIERMAN & SONS, Ltd., East Surrey distributors.
COMPLETE spares for Javelins and Bradfords always

in stock; specialised repairs, tuning and service.—Horley. Tel. Horley 17. [C1061/R]

KINGSTON - ON - THAMES.—Jowett agents and specialists for sales and service.**G**WEN WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kingston. Kingston 2241. [C1043]**EAST** Anglia.—For all Javelin and Bradford spares—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4123. [C1064/R]**GORDON CARS (LONDON) LTD.**—Specialist service, all Jowett models; largest spares stock in south.—7, Russell Parade, Golders Green, N.W.11. Spe. 9761. [C1037/R]**JOWETT** Javelin and Bradford service; extensive stocks of spare parts and accessories.—The Red Circle, Eastern Arm, Great Cambridge Rd., N.17. Tel. 1966-7533.**BUNTINGS MOTOR EXCHANGE** offer unrivalled service and spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnerfield Lane, Harrow. Tel. 6225-6. [C1075/R]**A**V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kin. 0710 and 8613. Jowett agents and specialists, comprehensive stock of spares, 1930-1954 models; over 50 years' Jowett experience. [C1079/R]**GODFREYS, Ltd.**—Spares and service for Jowett and Bradford; specialists repairs—228-234, London Rd., Croydon. [C1064/R] 21, Bushwood Corner, Leytonstone, E.11. [Wan 5101-2], 1a, Highgate, N.6. Kentish Town, N.W.5 (Gul. 7761). [C1063/R]

Kaiser Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd.... the Kaiser buyers.—Wembley 8691/3903. [W4015/R]

LAGONDA

DUNCAN HAMILTON & Co.**L**AGONDA 2½-litre sports saloon, dove grey with blue leather interior, fitted heater, spot lights, etc., works maintained, 20,000 miles, £595. [C1091] Rd., Byfleet, Surrey. Byfleet 3101 by day and night.**L**AGONDA 1937 4½-litre pillarless saloon, colour black, specimen throughout; price £275.—List's Garage, Ltd., 50/52, Broad St., Birmingham. Tel. 5578. [C1059]

LAGONDA

METCALFE & MUNDY, Ltd.

1938-9 Lagonda 4½-litre L.G.6 drop head coupe; £495.

METCALFE & MUNDY, Ltd. 260, Old Brompton Rd., S.W.3. Fremantle 5471. [C1054]

BROOKLANDS, London distributors.

models, 2-door, 4-door saloon, drop head

coupe; available; demonstrations.

1954 Lagonda 5-litre saloon, 6,000 miles.**1952** Lagonda 2.6-litre saloon, radio.

CONFIDENTIAL terms; guarantee.

New Bond St., London, W.1. Mayfair 8351. [C1029]

WOKING MOTORS (Mercedes distributors).

1951 Lagonda 2.6 saloon, maroon, heater, radio, loose covers, 35,000 miles, £5,500, in immaculate condition; £875.—Maybury Hill Garage, Woking 4277-8. [C2057]

A CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 481-2, 3, offer.**1951** Lagonda 2.6-litre saloon, finished dark blue, light blue leather, heater, radio, etc., yet run-in after engine overhaul, immaculate condition throughout; £595, maximum h.p. terms available. [C1000]**DAVIES MOTORS, Ltd.** (Managing Director: J. E. Davies, 20 years service manager to Lagonda, Ltd.). Tel. Col. 5182. [C1055]**1938** Lagonda 4½-litre independent suspension sports saloon, one owner since 1939, taxed; £755. [C1056]**273**, London Rd., Staines. Tel. 4211-5. [C1080]

grey Lagonda four-door coupe, red leather interior, 25,000 miles, one owner; £1,000. [C1277]

BOURNEMOUTH 5500. [C1057]

1953 2½-litre drop head coupe, radio, heater, screenwashers, seat covers, 24,000 miles, superb example; £1,395.—Richards & Carr, Ltd., 35, Kinerton St., S.W.1. Sloane 5424. [C1048]**1951** Lagonda 2½-litre drop head coupe, 40,000 miles, colour green, maintained regularly and fully equipped; £2,000. [C1058]

SAIN'T MARIE'S GATE, Grimsby, Lincoln. [C1079]

Lagonda 1934 4½-litre sports saloon.

1953 sliding head, leather, P.100s, very good condition, terms, exchanges, etc.; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

Lagonda Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Lagondas.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

GOOD V.12 or post-war Lagonda.—G. Edwards, Amenny Lane, Harpenden, Herts. Harpenden 118. [W2000]

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (Managing Director: J. E. Davies, 20 years service manager to Lagonda, Ltd.). Specialists in all aspects of service.—273, London Rd., Staines. Tel. 4211-5. [C1050/R]

LANCHESTER

RAYMOND WAY.**RAYMOND WAY.** East London branch.

1937 Lanchester 14, semi razor edge, 4-door, 4 light saloon, black with green leather, very clean condition throughout, 3 months' written guarantee. [C1059]

EASY hire purchase on the spot with no references, no formalities or guarantees; part exchange on your present car or motor cycle; always a huge selection of post-war cars to choose from.

RAYMOND WAY, 773, High Rd., Seven Kings, Tel. Seven Kings 4066. [C1050]

STRATSTONE, Ltd.

1937 Lanchester 14 saloon (Sept., 1935), black, brown leather, 1½ miles, £1,000. [C1051]

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer.

Lanchester 14; £145-355, High Rd., Wembley Middx. Tel. Wembley 4422. [C1052]

LAMBS OF WOOD GREEN (Est. 1897) 100 guaranteed cars; exchanges, hire purchase, 421-423, High Rd., Finchley (East Finchley Underground). [C1053]

Lea-Francis Cars Wanted

GOOD Lea-Francis required.—G. Edwards, Amenny Lane, Harpenden, Herts. Harpenden 118. [W2000]**R**OWLAND SMITH'S, the Car Buyers—Highest cash prices for Lea-Francis.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers—Head Office and Works: Much Park St., Coventry. Tel. 62024-5-6. [C1061/H]

CHARLES POLLITT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6966.

OFFICIAL Lea-Francis London Service Station. BARNSDALE YARD, off Elgin Ave., W.9. Tel. Cunningham 5936-7. [C1065/R]

LIMOUSINES

A & S GUARANTEED LIMOUSINES. Specialists cars.**A**LPINE & SAUNDERS (Limousines Purchased). Providence Court, North Audley Street, Mayfair 2941. [C1006]**1946** Humber Pullman limousine, black, partition, occasional, immaculate; £2425.—Peter Guest, Ltd., King's Lynn. Tel. 4129. [C1060]**DAIMLER** 4½-litre 7-passenger limousine (1939), black; £525.—Stratstone, 40, Berkeley St., London, W.1. (Mayfair 4404). [C4023]**1454** Austin—16 1936 Chalfont 7-seater limousine, black, blue leather, front-to-back occasional, sliding division, good condition, terms, exchanges; etc.; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6341. [C4019]**SIMPSONS MOTORS (WEMBLEY), Ltd.** American Car Specialists; full list see "American Cars". [C1015]**O**N all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Great West Rd., Brentford. Tel. Ealing 4506-9. [C1077/R]**MERCEDES****C**HARLES POLLITT, Ltd., offer.**1955** Mercedes 300 SL sports coupe, metallic silver, colour only, this car is in exhibition condition and has been maintained by the makers, fantastic performance; £2,950.**S**HOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.**S**ERVICE: Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C1051/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MERCEDES-BENZ

JOHN TRUSCOTT, Ltd.
MERCEDES-BENZ wholesale and retail distributors offer:

1954 Type 180 saloon.

A LSO pre-war type 540K cabriolet; £595.

S EVERAL new models in stock, immediate or early delivery, including latest type 220A.

EXCHANGES, deferred terms.

173, Westbourne Grove, London, W.11. Bay. 4274 [C4055]

TAYLOR & CRAWLEY offer:

1954 (Sept.) Mercedes-Benz Type 300b de luxe, 19,000 miles, radio, beautiful condition throughout; £2,575.

B ROOKLANDS—Mercedes-Benz Type 220 saloon, 12,000 miles, one owner, seat covers, radio, absolutely immaculate; £1,195.

1950 Mercedes-Benz Type 170a saloon, radio, heater, covers, first-class German history; £475.

42, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 5881. [C4056]

1938 Type 230 cabriolet, excellent, reliable car, seen London; £550.—Box 5617. [C9122]

B ROOKLANDS—Mercedes London wholesale and retail—103, New Bond St., W.1. Mayfair 8851.

N EW and unregistered 170 diesel; £1,295.—Mansfield Autos, Ltd., 48, Fitzroy St., London, W.1. Euston 2567. [C5001]

M ercedes-Benz Spares and Services
M ERCEDES-BENZ (GREAT BRITAIN) Ltd., sales, service and spares—56, Camberwell New Rd., S.E.5. Tel. Reliance 7691. [10962/R]

MERCURY

ON all matters of sale, parts, repairs and service, call us the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Great West Rd., Brentford, Tel. Ealing 4506-9.

M.G.

W.M. WEILBECK MOTORS, Ltd., for M.G.

1951 M.G. 1½-litre saloon, maroon; £550.

1953 M.G. T.D., engine renewed, 9,000 miles ago, Shorrock's blower, many extras; £595.

W EILBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker Street Station). [C4049]

A UTOSALES (LONDON), Ltd., offer:

1954 M.G. T.F., black with beige upholstery, fitted heater and many extras; £655—55-65. Belgrave Rd., N.W.3. Box 555-2155. [C9361]

GUY SALMON AUTOMOBILES offer:

1955 M.G. Magnette, under 5,000 miles, condition as new; £535.

1954 (August) M.G. Magnette, metallic grey/red leather, 9,000 miles only, one owner, immaculate condition; £650.—Portsmouth Rd., Thames Ditton, Embercombe 5551-2-5. [C4001]

P ARADE MOTORS (MITCHAM), Ltd., offer:

1949 M.G. T.C., black and red, fitted luggage carriage, Windona horns, excellent tyres; £390.

1949 M.G. T.C., black and red, this car is really outstanding in all respects, low mileage; £415.

M.G. T.C. green, in excellent condition; £360.

1947 M.G. T.O., black, beige, fitted oversize whisks, nice condition throughout; £355.

1939 M.G. T.O. drop head coupe; £295.

P ARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham, Tel. Mitcham 5562. [C5036]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:

1938 M.G. 1½-litre saloon, radio, heater, spots; £295; 1959 M.G. 2-litre saloon; £525-355, High Rd., Wembley, Middlesex. [C4015]

1955 Magnette saloon, black, immaculate; £550. no offers.—Orpington 2036.

1954 (July) M.G. Magnette, 2-door, export model, 10,000 miles; £765. [C4046]

R ICPG, Ltd. (M.G.s purchased), 16, Albermarle St., Mayfair, London, W.1. Hyde Park 2952-5-4. [C5050]

£75!!! J.Z. fitted Ford 8 unit, very light, everything works.—For 5160. [C9292]

1952 M.G. 1½ saloon, maroon, radio, covers, excellent condition; £595.—Tel. Sydenham 7491. [C9315]

1952 T.D. Stage 1a, many extras, new battery and tyres, excellent cond.; £525 o.n.o.—Box 5748. [C4019]

U NIVERSITY MOTORS, Ltd., guaranteed cars always available—80, Piccadilly, W.L. Grosvenor 4141. [C5036]

B EARTS of Kingston, M.G. specialists: sales, spares, repairs—102, London Rd., Kingston. Tel. Kew 0022/R

1947-8 M.G. 1½ saloon; £395. payments—Oldfield, 106, Kensington High St., W.14. Wes. 6631. [C5028]

625 M.G. Midget 1954 T.P. 2-seater, radio, luggage carrier, heater, owner, exceptional; terms, cash. Rowland Smith, 106, Kensington High St., W.14. [C4022/R]

325 M.G. Midget 1947 T.C. 2-seater, twin 325s, passlights, very good condition; terms, exchanges.—Rowland Smith, below.

69 M.G. Midget 1950 1½ 2-seater, good condition, chassis No. 150000, terms, exchanges; last open 9-7 week days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 66-61. [C4018]

1952 M.G. 1½-litre saloon, maroon with beige upholstery, heater, £615—Bentalls, Edgware Rd., Kingston-on-Thames, Kingston 1001. [C5093]

1955 (March) M.G. Magnette, 5,000 miles, radio, extras, as new; £650.—Talworth Motors, Kingston By-Pass. Elmsbridge 2254. [C4061]

M.G.

1953 M.G. T.D. 2-seater, black, radio, many extras, one owner, low mileage, new tyres; £560.

GEORGE KIDD MOTORS, Beauchamp Rd., Leamington Spa. Tel. Leamington Spa 1247. [C9378]

1955 M.G. Magnette, works, mileage—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. [C5006]

1937 M.G. T.A., rebore and extensive overhaul February, many new parts, all bills shown; £210.—Pinner 7063. [C9321]

1955 M.G. Magnette, low mileage, extras, as new; £255.—A. Owen (London), Ltd., Tel. Col. 5185. [C5048]

1939 M.G. 1½-litre drop head coupe, exceptional condition, leather, 1938, £225; 3 month guarantee; terms and exchanges; £225. [C2057]

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054]

1940 2-litre M.G. saloon, splendid condition, must be seen; £225.—London Cars, 562-6, Greenford Rd., London, W.10. Wexlow 2643/449. [C5027]

1939 M.G. 1½-litre V.A. series tourer; £245.—Montreux Motors (N. H. Bowell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C5068]

£145—1935 M.G. 2½ model, red and cream hood, excellent runner, bargain—Haverstock Garage, 50, Haverstock Hill, N.W.3. Gulliver 2422. [C5077]

1955 Series M.G. Magnette saloon, 5,000 miles, carefully maintained, exchanges, etc.—£250—work, Ltd., Southampton St., Winchester. Tel. 526-52. [C1010]

1953 T.D. M.G., black and red, heater, luggage grid and trafficators, 16,000 miles; £525.—John Gray, 20, Hermitage Lane, N.W.2. Special 1240. [C5026]

1946 T.C. M.G., mechanically perfect, just resprayed, new hood; £335.—Tebutts, "Giroue," Wymondley Rd., Hitchin, Herts. Hitchin 2731. [C1943]

1954 (September) M.G. Magnette saloon, 8,000 miles only, B.M.C. guarantee—Green & Sons, Ltd., 246-252, Deansgate, Manchester 3. Tel. Deansgate 5325-2. [C5010]

1947 M.G. T.C., black, reconditioned engine, gear box, brakes relined, loose covers, Windona horns and other extras, excellent condition.—Thomas, 126, Ilchester Rd., Yeovil, Somerset. [C5022]

JH. BARTLETT—M.G. 1950 1½ Y type saloon, bronze with red leather upholstery, reconditioned engine, loose covers, almost unmarked; £495—Pembroke Villas, W.11. Bay 0532. [C1013]

£175—M.G. 2½-litre 1937-58 drop head coupe, in exceptionally nice mechanical condition with next appearance—Norman Autos, 544-552, London Rd., West Croydon, Surrey. Tel. Thornton Heath 4657-1. [C4069]

1947 M.G. T.C. sports, black, red leather, one owner since 1948, genuine 20,000 miles only, very well maintained example; £585.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2861. [C5060]

1954 M.G. Magnette saloon, black, red leather, screen washers screen, 6,000 miles, wonderful example of a wonderful car; £875—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 9059 and 5306. [C5078]

1948 M.G. T.C. open 2-star, sports, red, reconditioned, re�elling, electrically fitted, very clean; £155 deposit, balance H.P. exchanges—Milton Motors, 256, Deansgate, Manchester 3. Blackfriars 5224. [C4074]

M. G. 1952 maintained as new by the works, new radio, heater, revolving light, luggage carrier, new battery, new magneto, £650—6610, Oct. 1951. Tel. Nat. 0476, Ext. 10; evenings, Cto. 4980. [C5010]

1955 M.G. Magnette saloon, colour black with 1955 green leather upholstery, delivery mileage only; £332 deposit, balance H.P. exchanges—Milton Motors, 256, Deansgate, Manchester 3. Blackfriars 5224. [C5074]

JACK ROSE, Ltd., offer: 1954 Magnette in maroon, in almost unmarked condition; £525; also 1954 1½-litre red leather, almost unmarked; £635.—Stafford Rd., Wallington, Surrey, Wall. 6677, also High St., Banstead, Burgh Heath 2376. [C5056]

1940 M.G. 12hp V.A. sports drop head fourseater coupe £255; also 1959 M.G. TA sports 2-seater, £255; Trade Enquiries Welcomed; terms and exchanges—Riverside Automobilia, Ltd., 127, Parkway, Euston 2700 and 8694. [C5059]

£555!!! M.G. 1½-litre saloon de luxe, only two owners since 1950, have nursed and maintained this vehicle, bodywork literally brand new, interior spotless, extras include Becker Leebrochager car radio, heater, electric draft defrost, heater, etc.—Fiat Rex car-cars robot, two expensive special fog lamps and spot lamps, sports coil, etc.; undoubtedly the most magnificent mint condition M.G. we have ever had!

LAMES OF WOOD GREEN (Est. 1897)—100 guaranty years; exchanges; hire purchase; £421-423, High St., Finchley (East Finchley Underground). Finchley 6222-5-4. [C5052]

M.G. Cars Wanted

ALMOST new M.G. required immediately—54, Streatham Hill, S.W.2. Tulse Hill 2678. [C5016]

MAGNETTE saloon required, must be nearly new, colour preferred—61, Alresford Rd., Wimbledon. [C1010]

H. A. SAUNDERS require post-war saloons for cash or in part exchange—144, Golders Green Rd., N.W.11. Speedwell 0011. [C5004]

XXX Excellent cash prices for good M.G. cars—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [C2005]

URGENTLY required 1947-55 M.G. 1½ saloon—Gibson Sport Cars, 10, St. John's Wood, London NW.10. [C5004]

C.N.K. MOTORS urgently require M.G.s, particularly V.A., T.A., T.B. and T.C. models—Finchley Rd., N.W.5. Hampstead 5712. [C1052]

WANTED, nearly new M.G. Magnette, distance no object; details and price—Green & Sons, Ltd. 246-252, Deansgate, Manchester. 3. Tel. Deansgate 3325-6. [C2028]

M.G. Spares and Service

TOLULMIN MOTORS

OPTIMUM stockists

SPESIALIZING in M.G. and M.G. cars only, repairs and complete overhauls, all models; reconditioned engines in stock for all models 1932 to 1952; exchange service dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, valve gear, rocker shafts, valves, guides, springs and gaskets; sets with fittings; complete sets of spares always in stock; New vertical drive gears now available; we specialize in racing spares; write or tel.

TOLULMIN MOTORS, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. Open all day Saturdays and Sunday morning 10 a.m. to 1 p.m. [C5048/B]

LARGEST and quickest spares service in the South of England—Hewens Garage, Ltd., Reading. Tel. 4436. [C2026]

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory—7, Hartfield St., London, W.1. Tel. Gro. 4141. [C5040/R]

V. W. DERRINGTON, Ltd., for M.G. spares and replacement parts, new and used valves, springs, guides, bushes, etc., replacements, camshaft, rockers, dynamos, leaf springs, wheels, hubs, vertical drive assemblies, prompt postal service; c.o.d. and guaranteed workmanship in all our repairs—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. [C4035/R]

M.O.P. spares, most parts in stock for all models 1930 onwards including valves, guides, springs, rocker bushes, racks, etc., replacements, camshaft, rockers, dynamos, leaf springs, wheels, hubs, vertical drive assemblies, prompt postal service; c.o.d. and guaranteed workmanship in all our repairs—C. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station). [C4035/R]

MORGAN

ELM AUTOSALES offer:

1952 Morgan Plus 4, professionally converted to occasional 4-seater, cream and maroon, this car is in faultless condition; £485—Elm Autosales, 63, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067]

ALEX UNDERWOOD offers:

190s—Morgan 4/4 2-seater, 1937, excellent condition—Underwood-Rusling (Sports Cars), Ltd., Queensberry Rd., Kettering. Tel. 3551. [C4075]

1953 Morgan Plus 4 drop head coupe, finished blue, one owner; £525. [C5026]

PARKERSON (MANCHESTER & BOLTON), Ltd., Deansgate, Manchester, Dca. 4507. [C5006]

1952 Morgan Plus 4, Vanguard engine, in outstanding condition; £2475. [C5027]

Scott Cars, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779-8676. [C4016]

1951 Morgan 4 plus d.h. coupe; £420—Smith & Western 2312. [C4016]

1947 (August) Morgan 4/4 drop head coupe, cream or light maroon, cream and maroon, cash or £130 down—Bray Motors, 138-142, West End Lane, N.W.6. Hampstead 6490. [C1054]

1954 (June) Morgan Plus 4, 4-seater, blue, one owner/driver, carefully maintained, excellent condition; £620—5, Clermont Rd., Preston, Brighton. Tel. 56931 (2 mins. Preston Park Station). [C4078]

Morgan Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgans—Hampstead (Tube), N.W.10. Ham. 6041. [C4018/R]

SLOCOMBES, Ltd.

WANTED urgent require Morgans of all models since 1935. [C5006]

WANTED—Dudden Hill Lane, Whetstone, N.W.10. Whetstone 4608. Nearest Underground, Dollis Hill Stn. [C4017]

CLUBMAN AUTOS, Ltd., urgently require all models Morgan cars cash—138-142, High St., Tooting, S.W.17. [C5017]

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs—Basil Roy, Ltd., 161, St. Portland St., W.1. Tel. Langham 7753. [C5014/R]

MORRIS MINOR

W.

HAROLD PERRY, Ltd., 1105/1111, High Rd., W.10. Whitestone N.20. Tel. Hillside 6621. [C5014/R]

1953 saloon, black, red leather, heater, low mileage, excellent condition; £565. [C5044]

W HAROLD PERRY, Ltd., 1105/1111, High Rd., W.10. Whitstone, N.20. Tel. Hillside 6621. [C5044]

CAR MART, Ltd.

1954 Morris Minor 2-door saloon, black with red M.G. upholstery; £520. [C5044]

CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1039]

1953 Morris Minor 2-door, black/red; £495. [C4068]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS MINOR

GLANFIELD LAWRENCE offer:-
1955 (June) Morris Minor coupe, black, 700 miles only; £885.—407, High Rd., N.12. Finchley [C2053]

PHILIP RICKARDS, Ltd. offer:-

1954 (March) Morris Minor 2-door saloon, birch grey, 2,400 miles only; part exchanges; deferred terms.—4, Brick St., Park Lane, London, W.1. Gres. 4772-5. [C3051]

WANSTEAD MOTORS, Ltd. offer:-

1953-4 Morris minor saloon, green, heater, 12,000 miles; £525. [C4042]

C.M.I. CAR SALES (Pri. 6623) offer:-

1953 Morris Minor, ohv, 4-door saloon, heater, £553. [C1051/1]

THREE months' guarantee; terms; list on application—Swiss Cottage, Finchley Rd., N.W.3. [C1051/1]

C.M.I. CAR SALES (Pri. 6623) offer:-

1953 Morris Minor 2-door saloon, black, taxed year; £465. [C4042]

HENDON CENTRAL GARAGE, Ltd. offer:-
1952 (November) Morris Minor 2-door saloon, 10,000 miles, one owner, taxed; £495.—Watford Way, Hendon Court, N.W.4. Tel. 8064-5. [C2034]

1955 Minor Travellers, 11,000 miles; £670. [C4049]

PHENIXON MOTOR Co. (SURREY), Ltd. offer:-
1952 Morris Minor saloon, blue and red, one owner, 14,000 miles; £475. [C4044]

PHENIXON MOTOR CO. (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey. Vigilant 1121. [C3044]

1954 Morris Minor travellers, 5,000 miles; £610. [C2068]

JACK GREEN CARS (LONDON), Ltd., 191-5, Walworth Rd., S.E.17. Rodney 7111-2. [C4068]

MORRIS Minor 2-door, 1952, one owner; £475 o.n.o. Maidens 3666. [C1913]

1953 Morris Minor saloon, radio, new condition; choice 2 from £495. [C4063]

SEE also at the Hendon Show.—Jack Pozner (Autos), 395, Hendon Way, F.W.4. Hen. 8011-2. [C3063]

MINOR 1950, 2-door, black saloon, good condition; £395. h.p. terms available.—Tel. Egerton 2353. [C4063]

1949 saloon, one owner, taxed; £385.—Glead. 2713. [C1917]

1954 Morris Minor Travellers car, 13,000 miles, de luxe model, in good condition; £625. [C2123]

MORRIS Minor saloon, 1952, one lady owner, very nice condition, regularly serviced. no dealers; £470.—She. 2371. [C4047]

1954 Morris Minor de luxe convertible, green leather, one owner, guaranteed; £525.—Campbell Symonds, Wembley 6262. [C1037]

1955 (May) Morris Minor 4-door saloon, grey/red, 800 miles only; £625.—Salmons Garages, Ltd., Temple Bar 3338. [C4029]

1952 Morris Minor convertible, blue; £465.—Vanderwells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4067]

1951 (March) Morris Minor 2-door saloon, green/petrol, heater, taxed year, nominal mileage; £435. [C4063]

ALWOOD GARAGE, Alwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends Littlewick Green 3076. [C1010]

1955 Morris Minor 2-door saloon, grey, small mileage, extras; £550 or best.—Manchester Didsbury 1226. [C4073]

1955 Morris Minor Traveller, green, 6,000 miles; £645.—Lower, 11, Troubridge Park, Ilchester (Tel. 315), Somerset. [C2820]

£410—Morris Minor 1951 model, black, convertible, fitted heater, h.p. terms.—Tel. Ful. 6887 evenings. [C4048]

1955 Minor black saloon, 2-door, 2,900 miles, also 1952 Daimler 1540.—1, Dungarvan Road, Putney. Tel. Prospect 6364. [C4040]

1954 (May) Morris Minor 2-door de luxe saloon, black, 8,000 miles, as new; £555.—Dobsons, Ltd. (Morris Agents), Staines 801. [C1074]

1954 Morris Minor traveller's car, low mileage, heater, clarendon grey; £600.—Wheeler's (Newbury), Ltd., Newbury. Tel. 1020. [C3059]

1950 Morris Minor convertible, nice condition throughout, taxed; £395; consider part exchange.—14, Bulkington Rd., Wortham 1839. [C4027]

1954 (December) Morris Minor, 2-door, black, 5,500, quick private sale; £575 o.n.o. Box 5751. [C4027]

2074 miles only—1954 Morris Minor 2-door saloon, birch grey/red, heater, wing mirrors, one owner, taxed year, quite as new; £565.—A LTWOOD GARAGE, Alwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends Littlewick Green 3076. [C1017/1]

1953 Convertible, one owner, 20,000 miles, splendid; £475.—Sargent & Collins, Ltd., Bickley Rd., Bromley. Imperial 2242. [C3057]

1952 Morris Minor saloon, one owner, excellent condition, £475.—Wilkin, Ltd., 1, Weston Park, Kingston. Kin. 8104. [C4053]

1953 Minor convertible, ohv, carefully maintained, many extras; £490.—Cooper, 10, Ormond Ave., Hampton, Middlesex. Tel. Molesey 3913. [C2820]

1955 (June) Morris Minor pick-up truck, grey, 100 miles only, unused; £595.—G.S. Hall, Ltd., 302, King St., Hammerton, W.6. Riverside 2881. [C3057]

MORRIS MINOR

BRUTONS.—1952 Morris Minor 2-door saloon, green, B new engine, taxed year; £445. Terms, exchanges. 1a, Lexham Gardens Mews, W.8. Fremantle 9129. [C1104]

1953 Morris Minor 2-dr., grey/red, one owner; £515, exchanges. 1a, Leytonstone, S.W.10 (few minutes Clapham Junction). Batt. 2252. [C3022]

1954 Morris 2-door saloon, one owner, green; complete servicing records, genuine bargain; £515.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. [C3045]

1955 Morris Minor 4-door de luxe saloon, quite new; also 1952 3 Morris Minor convertible; exchanges etc.—Autowork, Ltd., Southgate St., W.8. Tel. 4963. [C1010]

1955 Twin carburettor conversions, h.c. head and high ratio rear axle give amazing performance; send for data and road tests; demonstrations; h.p. terms; part exchange. [C1010]

1954 (June) Morris Minor 2-door saloon, birch grey, heater, screen washer, Alexander Hi-Power conversion; £580. [C580]

1954 Morris Minor convertible, green, heater, 12,000 miles, fitted with Alexander Hi-Power conversion; £580. [C580]

1954 Morris Minor traveller's car de luxe model, latest H.M.V. radio, small mileage; £635.—Kings St. Motors, 54, King St., Camberwell SE5. Tel. 3200. [C1094]

1954 Morris Minor 2-door saloon, fawn, heater, practically as new throughout; £545. Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026]

(registered) Morris Minor convertible, black, red hide, mileage 15,000, genuine, excellent condition; £675.—Flat 2, Westcroft, Kingston 3208. [C4016]

1952 Morris Minor 1954 model series II de luxe saloon, birch grey, red leather, heater, overriders, one owner, small mileage; terms, ex-changes. 1a, Cheshunt. Smith below. [C4016]

1955 Morris Minor 1954 model series II de luxe saloon, birch grey, red leather, heater, overriders, one owner, small mileage; terms, ex-changes. 1a, Cheshunt. Smith below. [C4016]

1955 Morris Minor 1950, black, brown leather, heater, overriders, one owner, small mileage; terms, ex-changes. 1a, Cheshunt. Smith below. [C4016]

1955 Morris Minor 1950, black, 28,000 miles, one owner, carefully used, excellent condition throughout, £625.—Rowland Smith, Hampstead (Tube). Tel. 6041. [C4016]

1955 Morris Minor 1950, black, 28,000 miles, one owner, carefully used, excellent condition throughout, £625.—Rowland Smith, Hampstead (Tube). Tel. 6041. [C4016]

1955 Morris Minor convertible de luxe, green with special leather hood, 15,000 miles, one owner, cost over £600; accept first offer over £500; taxed year. Tel. Chesham 234. [C4069]

1953 Morris Minor 2-door saloon, guaranteed 6 months, £550; also 1952 Morris 1500, up to date. 34, Acer Lane, S.W.2. Brixton 4011-2. Dorking Rd., Epsom, Surrey. Epsom 3901. [C4085/R]

1955 Morris Minor 2-door saloon, black, red upholstery, over 1,000 miles; £585; exchanges. terms.—Palmer's, 3, Russell Gardens, Mews, Kensington Park, W.8. Tel. 3204. [C3034]

1955 Morris Minor 2-door saloon, export model, R.H.D., black heater, low mileage, one owner; £435-29. College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Primrose 5224. [C4016]

1954 ½ red, heater, screenspray, covers, wing mirror, protectors, Windtunes, overriders, taxed, immaculate condition; £585.—Evening Tel. Dudleston Heath 235. [C4072]

1955 Morris Minor Traveller's car, green with leather upholstery, heater, fog lamp, delivery miles only; £232 deposit, balance H.P.; exchanges. Milton Motors, 252, Deangate, Manchester. 5. Blackfriars 5224. [C4090]

14000 miles. Morris Minor 4-door saloon de luxe, grey, red leather, first registered Nov. 1952, and since carefully driven by one lady owner; £625.—Tel. 42, Queen's Rd., Maidenhead. Tel. Maidenhead 3431-2. [C5011]

PRIDE & CLARKE, Ltd.—1955 Morris Minor 4-door saloon, black/red, 4,000 miles; £619. 1954 low mileage, heater, several from £499. 1952 low mileage, heater, several from £499. 1952 convertible; £469. 1950 tourer; £599. Terms, exchanges, lists, guaranteed. Stockwell Rd., S.W.9. Brixton 6451. [C3065]

Morris Minor Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minors.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

SLOCOMBES, Ltd.—We are always pleased to purchase nice examples of Morris Minors.—38-52, Duddes Hill Lane (Nr. Dolls Hill Underground). Willesden 4869. [W4017]

ALMOST new Minor required immediately—54, Streatham Hill, S.W.11. Tel. 2670. [W3016]

LOW mileage ohv car wanted urgently, particularly L convertibles. [C4016]

ALEXANDER ENGINEERING Co., Ltd., Haddenham, A Bucks. Tel. 345. [W1034]

MORRIS EIGHT

1947 Morris 8 series E two-door de luxe saloon; £520.—Colindale 4350. [C9027]

£85.—1955 Morris 8 saloon, very good mechanically. Tel. Elgar 6144 after 6 p.m. [C4090]

1948 Morris 8 series E 4-door saloon; £565.—Acres of Spades, Great West Rd., Hounslow. Tel. 5476. [C2050]

MORRIS EIGHT

S.G.A. MOTORS (KENSINGTON), Ltd., who deal exclusively in Morris 8s, offer:

1947 series E 2-door de luxe saloon, choice of two; £545. [C545]

1939 series E 4-door de luxe saloon; £265. [C265]

1939 series E 4-seater tourer, outstanding condition; £250. [C250]

1938 2-door de luxe saloon; choice of 2 from £180. [C180]

1938 4-seater tourer, outstanding condition; £185. [C185]

1937 4-door de luxe saloon; £165. [C165]

1937 4-seater tourer; £165. [C165]

AND other saloons and tourers in stock.

E very car is thoroughly checked in our workshop, and is guaranteed for 3 months; hire purchase and exchanges.

S.G.A. MOTORS (KENSINGTON), Ltd., Morris 8 Specialists, 10, 13 and 14, Atherton's Mews, Cromwell Rd., W.7. (3 minutes Gloucester Rd. Tube). Cromwell 3200. [C4068]

£185!!!—1955 Morris 8 tourer, excellent mechanism—Below.

£145!!!—1955 Morris 8 saloon de luxe, choice 2.

AMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges/hire purchase 421-425, High Rd., Finchley (East Finchley Underground). Finchley 6223-3-4. [C2052]

1947 Morris 8 (E), exceptionally sound; £525.—Smith & Hunter, 3/6, Kensington High St., W.14. Tel. Western 2312. [C4019]

£80 o.n.o.—1955 (Sept.) Morris 8 saloon, mechanically sound—Connolly, Cow Road, Tring, Herts. Tring 2228. [C9038]

1947 Morris 8 saloon, remarkable bargain; £525.—Palmerston Rd., N.W.6. Mai. 6723. [C1011]

1947 Morris 8 Series E saloon, immaculate; £539.—G.P. (Babham), Ltd., 2c, Babham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 1107-8-9. [C4024]

1948 Morris 8 saloon, black, brown leather upholstery—choice of two, in first-class condition; £550.—Norman Autos, 344-354, London Rd., West Croydon, Surrey. Tel. Thornton Heath 4657. [C4089]

95 gns.—Morris 8 1937 saloon, slanted head, leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube). Hampstead 6041. [C4018]

Morris Eight Cars Wanted

PIVATLY owned Morris 8—5, Brad Court, King's Hill, Surrey. Tulse Hill 2768. [C4025]

MORRIS 8 Series E saloon wanted—Gordon Ward, 48a, Drewsteed Rd., S.W.6. Street 6283. [W4059]

OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/4]

HA. SAUNDERS require 10hp saloons for cash or in part exchange.—144, Golders Green Rd., N.W.11. Speedwell 6011. [W4004]

MORRIS TEN

1939 Morris 10 saloon; £245; 16 months' guarantees; terms and exchanges.

JACOB WILLETT MOTORS, Ltd., 169, Priory Rd., Horneay. Merton 2000 and 5774. [C4054]

SIMPSONS MOTORS (WEMBLEY), Ltd., English Cars Sales Division, offer:

1937 Morris 10 saloon; £165-355 High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

1939 Morris 10 series M, black, 4-door saloon, excellent condition; £245.—Sunny Hill 3359 and 0359. [C4016]

1948 Morris 10 saloon, black/brown, good tyres ex. cond.; £335.—Dorking Motor Co., Ltd., Dorking 10. [C1098]

1948 Morris 10 de luxe saloon, very good condition; £355, rubbersalued, taxed.—4, Breton Rd., Dagenham, Essex. [C4048]

£50—1955 series Morris 10/4 saloon, reliable old vehicle, in good running order.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053]

1939 (model) Morris 10 series M saloon, black, brown interior, heater and fog lamp, very nice condition; £235.—Robbins, East Putney. Tel. 7681. [C4010]

1947 Morris 10 saloon, black with brown leather upholstery, excellent condition; £295.—Conway Motor (Hove), 107, Kings Rd., Chelsea. Flaxman 7648 and Hove 3017. [C4015]

1955 Morris 10 saloon de luxe, black, brown hide, sun roof, excellent tyres, 2,000 miles since reconditioned engine. £355. 5 months' written guarantee; terms, exchanges. C.N.M. Motors, 253, Finchley Rd., N.W.3. Tel. 6229. [C1052]

Morris Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

HA. SAUNDERS require 10hp saloons for cash or in part exchange.—144, Golders Green Rd., N.W.11. Speedwell 6011. [W4004]

MORRIS TWELVE

1939 Morris 12 saloon; £195.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3006]

1936 model Morris 12, immaculate throughout, perfect mechanically, 41 m.p.g., loose covers, defroster, a really superb car in every way (private sale); £155-229, High St., Hounslow. Tel. Hou. 9150. [C1022]

1938 Morris 12 saloon, recent new engine, tyres, battery, etc. resprayed; £155 or £65 deposit, balance 18 months; exchanges, insurance—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tulse Hill 7105/6. [C4071]

MORRIS FOURTEEN

SIMPSONS MOTORS (WEMBLEY), Ltd., English Cars Sales Division, offer:

1938 Morris 14 saloon; £115-355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS COWLEY

ELM AUTOSALES offer:-

1953 Morris Cowley van, beige and brown, 12,000 miles only, unrun, no extras, completely as new throughout. £425.—Elm Autosales, 65, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C1067]

1955 Morris Cowley saloon, quite new, exchanges, etc.—Elm Autosales, Ltd., Southgate St., Winchester. Tel. 4965. [C1010]

MORRIS OXFORD

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1953 Morris Oxford saloon, finished in green, taxed 1953, genuine low mileage, this car is virtually unmarked, interior like new; 5599ms. HIRE purchase terms on the spot with no references, no formalities or guarantees, part exchange on your existing motor cycle or car; always 200 cars under £600 to choose from. £100.—[C1067]

1954 Morris Oxford saloon, 1953 model, 150 miles, Maida Vale 6044 connecting all branches and departments (Elm Park Station, Bakerloo line, 150 yards). [C4047]

H. BEART & Co., Ltd., offer:-

MORRIS Oxford saloon, 1955 model, birch grey with red leather, fitted radio and heater, spot lamp, etc., in immaculate condition throughout; £545.—102, London Rd and High St., Kingston-on-Thames, Kingston 3348. [C1061]

WESSEX MOTORS, Bridge St., Andover.

PART of the Henly Organization.

1954 (Dec.) Series II Oxford, finished in blue, one owner, speedo 8,000.—Tel. Mr. Harneit at Andover 2224.

WESSEX MOTORS, Bridge St., Andover. [C4067]

ENGINES RECONDITIONED, Ltd., offer:-

1953 Morris Oxford, £575—335, Pinner Rd., Harrow, Middx. Tel. Harrow 5366. [C2070]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:-

1953 Morris Oxford, first-class condition; £595.

ARLBOROUGH Works, Kenton. Tel. Wordsworth M7805 (5 lines).

1951 Morris Oxford, black, leather, immaculate condition; £75. [C1068]

MAGDALEN MOTORS, Ltd., 311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5573. [C3005]

1949 Morris Oxford, black/white, good tyres, loose covers; £395.—Dorking Motor Co., Ltd., Dorking 2256. [C1068/1]

1952 ex cond.; £495.—Dorking Motor Co., Ltd., Dorking 2256. [C1068]

1955 Morris Oxford saloon, black/red, good tyres, Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Belgrave 5721. [C5006/1]

1955 Morris Oxford Traveller works mileage—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Belgrave 5721. [C5006/1]

1955 Morris Oxford Traveller works mileage—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Belgrave 5721. [C5006/1]

1952 Morris Oxford saloon, black/red leather, low and well-maintained, tax paid; £625.—Below. [C4022]

1954 one most fastidious owner; this car is in virtually new condition throughout and must be seen, taxed; £635.—Coles Garages, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195. [C1054]

1953 Morris Oxford saloon, one owner, heater, superb condition, guaranteed; £595.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kin. 6104. [C4053/1]

1954 Morris Oxford Traveller's de luxe, one owner, 12,000 miles. Clarendon grey, mechanically and in appearance like new, taxed year; £675.—Chesham 221. [C4054]

1953 Morris Oxford de luxe saloon, supplied and serviced by us for fastidious owner; £595.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middlesex. Tel. 6109. [C4053]

545 Morris Oxford 1953 model saloon, leather, superb condition, small mileage; exceptional terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead) Tube, Hampstead 6004. [C4018/R]

Morris Oxford Cars Wanted

ALMOST new Oxford required immediately—54, Streatham Hill, S.W.2. Fulse Hill 2676. [C3016]

GARDNER & CO. (HENDON) will buy your Morris Oxford—Sunny Hill 5559 and 0030. [C2074]

ROFLAND SMITH'S THE CAR BUYERS—Highest cash prices for Morris Oxford—Hampstead (Tube), N.W.3. Hame 604. [C4018/R]

MORRIS SIX

1950 Morris Six saloon, heater, new engine; £395.—A. Owen (Hendon), Ltd., Tel. Col. 5185. [C1066]

JACK ROSE, Ltd., offer: 1954 Morris Six saloon, grey with red leather, almost unmarked inside and out, £595.—Stafford Rd., Wellington, Surrey. Tel. 6777. [C5056]

1950 Morris Six saloon, black/brown leather, one owner, very clean; £395.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandys 1166. [C4054]

Morris Miscellaneous Cars Wanted

MASTON MOTOR CO. for your Morris, Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [C098/R]

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S THE CAR BUYERS—Highest cash prices for Morris—Hampstead (Tube), N.W.3. Hame 604. [C4018/R]

Morris Spares and Service

MORRIS, the official stockists, for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 5151-61. [C1067/R]

KINGSTON ON THAMES—Morris agents and specialists for sales and service.

G W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kingston. Kingston 2241. [C4053]

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MORRIS, the official stockists, for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 5151-61. [C1067/R]

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KINGSTON ON THAMES—Morris agents and specialists for sales and service.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RAILTON

A—ONE MOTORS (LONDON), Ltd.—All Straight-8 models; also spares and reconditioned engines.—Tate Gallery 0192 and Vandyc 5181. [0333/R]

1936 Railton drop head coupe, engine recently overhauled, in exceptional condition for year: £255.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8.

Railton Cobham 4-door sports sal., 1935 model, much above average, body, body and mechanicals all well shod, black coachwork, blue leather interior, all of good appearance: £245.—Godfrey Davis, Ltd., Neasden Lane, N.W.10. Gia. 6474.

Railton Cars Wanted

GOOD Railton required immediately.—G. Edwards, Amersham Lane, Harpenden, Herts. Harpenden 118. [W2000]

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4556. [0421/R]

AUTOSALES (LONDON), Ltd., offer:—

1954 Renault 750cc saloon, one owner, small mileage, many extras: £495.—59-65. Belsize Rd., N.W.5. Mai. 5555/151. [8917]

1955 Renault 750 saloon, grey, numerous extras: £500.—[8920]

A—FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [8267]

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Elmbridge 1873. Established 1939. Offer:—

1955 750 Petit sports saloon: £575. taxed.

1952 750 saloon de luxe, green: £425, taxed. [C4070]

1955 Renault 750 saloon, one private owner, 3,000 miles, taxed year, new condition: £520; H.P. 11. Perrydale, Prestwich, Manchester. Prestwich 2057. [C2085]

1954 ½ condition, one owner, serviced by us for 3 months' written guarantee; owner buying larger car: £430.—Box 5709.

1954 Renault 750cc 4-door saloon, one owner, low mileage, guaranteed: £495; exchanges, terms.—Palmer's, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5965. [C3034]

Renault Cars Wanted

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873. Purchase all models.

ROALND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Renault Spares and Service.—Glan Lawrence, 2-10, City Rd., Cardiff. Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. [0911/R]

RILEY

J. JAMES, Ltd., offer:—

1953 (July) 2½-litre Riley, black with red leather: £225. [C225]

J. JAMES, Ltd., 55-56, Pall Mall, S.W.1. Trafalgar 7511. [5366]

BOON & PORTER, Ltd.,

1951 2½-litre saloon, black, red leather upholstery, one owner, well maintained, 19,000 miles, excellent, guaranteed: £695.—[C2022]

CASTELNAU, S.W.13 (Hammersmith Bridge), Riv. 4444. [C1022]

RUSSELL MOTORS offer:—

1954 1½-litre Riley, one owner, 11,000 miles only, grey, a really immaculate car: £695.

RUSSELL MOTORS (KNIG HTSBIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9228.

B. J. HUNTER, Ltd., offer:—

1949 Riley 2½-litre saloon, fast and attractive car: £495. [C1046]

J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

HIPSTEAD MOTORS, Ltd., offer:—

1950 Riley 2½ saloon, dual green, extras, speedo reading 31,000: £454. [C1046]

HIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0092-7255-7154. [C1046]

GORDON & GLYNN (The Riley Centre).

£365—9hp Imp, probably the best in the country.

£275—1937 Kentrel Sprite saloon, excellent history.

£255—1½-litre 1937 Kentrel Sprite saloon, a good sound specimen.

£210—2½-litre 1936 Kentrel 6-light saloon, very good.

GORDON & GLYNN, 79, Cadogan Lane, Sloane St., S.W.1 (2 mins Sloane Sq. Tube). Tel. Sloane 2526. [C2075]

GORDON CARS (LONDON), Ltd., offer:—

1952 Riley 1½-litre saloon, black, one owner: £795.—573, Euston Rd., N.W.1. Eus. 6611. [C2023]

1954 Riley 1½-litre 4-door saloon, immaculate: £1,225. [C2023]

1952 Riley 2½-litre saloon, 22,000 miles, heater, loose covers, Michelin S.D.S. tyres, very nice condition throughout: £760.—Below.

1953 Riley 1½-litre 18,000 miles only, one owner.

A—FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [8266]

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1954 Riley Pathfinder, radio and heater, all extras, 1½-mileage: £1,125.—1935, Riley 9 Monaco saloon, 1½-litre: £355. High Rd., Wembley, Middlesex. [C4015]

4900 miles only—1955 model 1½-litre Riley saloon, fitted radio, covers: £50 under list.

Riley Pathfinder, grey/grey, 9,000 miles, one owner, immaculate: £1,125.

RICO, Ltd. (Riley purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2982-3-4. [C3052]

RILEY

1951 (Nor) Riley 2½-litre saloon, black/brown, radio, new engine and gear box: £645. [C1078]

DUNHAM & HAINE, 46, Castle St., Luton 2100-1. [C1078]

1954 Riley Pathfinder, grey/red leather, heater: £1,165.—Odeon Motors, Ltd., Bar. 1144. [C3028]

BARTS of Kingston, Riley specialists, sales, repairs—102, London Rd., Kingston 3346. [0079/R]

1947 (late) Riley 2½, black, ex cond., engine now being reconditioned; any trial: £475.—Winslow 191. [1939]

1954 (Oct.) Riley 1½ saloon, green/green, tax year, 15,000 miles: £295.—The Barnstaple Motor Co., Tel. 2264. [1913]

1951 Riley 2½-litre saloon (October), black, beige interior, 2½ miles, one careful owner, as available 24 Aug. Box 5708. [C2625]

1954 (Jan.) Riley 1½-litre saloon, black and cream, with maroon leather, twin carburetors, etc., one owner, as new: £950.—Below.

1953 Riley 1½-litre saloon, grey, red leather, Rims, bellhubs, etc., one owner: £775.—Gibson's Sports Car, (Christiansburg), Tel. 2264. [1904]

1951 Riley Pathfinder, works mileage—Sidney Marcus, Ltd., 11, Sloane St., S.W.1. Tel. Belgrave 3721. [C3006]

CLARKE & SIMPSON, Ltd., Riley sales and service, offer one of the largest selections of guaranteed used Riley cars in the country.

1953 (July) 2½-litre saloon, black, beige leather, overdrive, 25,000 miles: £695.

1953 (May) 2½-litre saloon, maroon, red leather, 25,000 miles, one owner: £275.

1953 (July) 1½-litre saloon, green, green leather, 23,000 miles, lozenge covers: £750.

1951 (February) 2½-litre saloon, black, brown leather, 44,000 miles, heater, excellent condition: £675.

1949 (May) 1½-litre saloon, black, green leather, full service history: £545. [C1048]

1949 (July) Pathfinder, works mileage, black, red leather, Holland Park Automobiles, 142 Holland Park Ave., W.11. Park 2626. [C2085]

1951 Riley 2½-litre saloon, heater, other extras, excellent condition: Pathfinder delivered: £580.—Haslemere 505. [1946]

1952 Riley 2½-litre saloon, one owner, black, heater, 36,000 miles: £725.—Cavendish Motors, Ltd., Hollywell Rd., Christelsham, Tel. 2264. [C1024]

1948 Riley 2½-litre 2-door saloon, cream, immaculate: £620 down—Eyre Motors 180-184, West End Lane, M.W.8. Hampstead 6490. [C1024]

1947 Riley 1½-litre, far above average: £460.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. [C4019]

J. H. BARTLETT—Riley 1951 2½-litre saloon, one owner, recorded mileage 30,000, radio, new tyres on trial: £595.—27, Pembridge Villas, W.11. Bay. 0523. [C1013]

1948 1½-litre, decoked, new valve springs, brakes relined, excellent condition: £240. [C1047] 5 days after 6.15 pm. Weekend any time Clerkenwell 5144. [1947]

1952 Riley 2½-litre saloon, black with red leather, one owner, guaranteed mileage: £695.—Skurway's, Ltd., Swindon. Tel. 2366. [1945]

1953 series Riley 2½-litre: £785; offered at special price on behalf of owner shortly going seas.—Shamrock Motors, Ltd., 32, Ubxbridge Rd., W.5. Edaling 1475. [C1934]

1950 Riley 1½-litre saloon, exceptionally well maintained, black, maroon leather: £575.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043]

1954 Riley Pathfinder, grey, red leather interior, built-in radio and heater, one owner, very low mileage, as new: £1,175.—Hillwood Motors, Ltd., 4232, Hill Road, N.W.3. [C1072]

1952 Riley 2½-litre saloon, black, green upholstery, 25,000 miles, excellent condition: £745.—Brent Cross Garage, Hendon Way, London, N.W.4. S.P. 1196. [C1049]

1955 Riley Pathfinder saloon, 6,000 miles: £1,275.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027]

1938 Riley Kestrel 2½-litre, original owner, under 50,000 miles, new tyres, new synchromesh, guaranteed, very good, taxed: offers over £200.—Flat No. 1 Midhurst, Burridge Rd., Cheltenham. Torquay. [1919]

1952 Riley 1½ saloon, finished black, red interior in very beautiful condition throughout: £739; terms: exchanges—Matthews of Stockwell 55-57, Stockwell Rd., Brixton 6555 and 2026. [C2087]

1951 Riley 2½ saloon, radio, heater, very good mechanical condition; a great bargain at £820 with guarantee; terms, exchanges; trade enquiries welcome: £695.—Norman Autos, 344-354, London Rd., West Croydon, Surrey. Tel. Thornton Heath 4657. [C4065]

A—enlarged Riley sales and service depot at the leading Riley distributor for the area; new and used cars on show; demonstrations by appointment; Tel. or write Coventry Motor Mart, Ltd., Coventry 2146. [C1046/R]

1952 Riley 1½-litre saloon, one owner, fitted with Whitewall tyres; an exceptionally nice car throughout: £695.—Norman Autos, 344-354, London Rd., West Croydon, Surrey. Tel. Thornton Heath 4657. [C4065]

1947 1½-litre Riley saloon, in really perfect condition throughout: £425. [C1046]

1955 Riley Pathfinder, radio and heater, new genuine exterior living London area terms, exchanges.—Darent Davies Motors, Sussex. Tel. Hadlow Down 270. [C2017]

1953 Riley 2½ saloon, finished in satin bronze with red leather upholstery; extras include sunshine roof, heater, push-button radio, etc. small miles, all open, and exchanges: £725. [C2078]

RICO, Ltd. (Riley purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2982-3-4. [C3052]

Riley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

B. J. HUNTER, Ltd.,

FOR your immediate purchase of your Riley.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040]

A—LAST NEW Riley required immediately: £54.—Streatham Hill, S.W.2. Tulse Hill 2676. [C2018]

PRIVATE use, 1949-1954, 1½-litre Riley saloon—Berry, Manor House, Kirlington, Oxon. [8529]

C.N.K. MOTORS are enthusiastic buyers of clean Riley's.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1032]

£465—1947 Riley 1½-litre saloon, black, with red leather upholstery, taxed, in excellent condition throughout.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070]

WANTED, about 1949 Riley 1½, good condition, reasonable price.—Write Flat 13, Quinton Parade, Cheylesmore, Coventry.

URGENTLY required, 1947-55 Riley 1½- and 2½-litre saloons, black, cream, maroon, grey, with red leather upholstery, taxed, in excellent condition throughout.

ENTHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070]

WANTED, about 1949 Riley 1½, good condition, reasonable price.—Write Flat 13, Quinton Parade, Cheylesmore, Coventry.

URGENTLY required, 1947-55 Riley 1½- and 2½-litre saloons, black, cream, maroon, grey, with red leather upholstery, taxed, in excellent condition throughout.

CLARKE & SIMPSON, Ltd., Tel. Sloane 4727. [W1048]

XXX Excellent cash prices for good Riley cars.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003]

WANTED, nearly new Riley 1½-, 2½-litre, distance 248-252. [W2008]

CAN anyone offer a genuine low-mileage, one owner 1952 (pre.M.P.V.) with a guaranteed history? private buyer (London) will pay good price for the car.

Full parts to: Tel. 5654. [1918]

1949 2½-litre Riley roadster, grey, beige upholstery throughout; £550.—B. & M. Motors, 1464-8, High Rd., Whetstone (Finchley), London, N.20. Tel. 6671-2. [C1020]

HARTLEY'S Riley Spares and Services—165-171, Stansted Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [C2046/R]

ACOT ENGINEERING, Ltd.—Preselector gear, gear selector exchanges and repairs.—199, Fulham Rd., Tel. 3533. Kensington 1952. [C2047/R]

EFFICIENT repairs! Immediate attention, £10. gear boxes (incl. overdrive), seat covers, £5. 10% trade discount; cars bought, sold.—T. & F., 10, Winchester Mews, N.W.3. Tel. 2647. [S4100]

ALL Riley sales, spares and service facilities are available; new and used models in stock; Riley's wanted in part exchange.—Tel. the Coventry Motor Mart, Ltd., at Coventry 2146-7. [C1043]

J. JAMES (LONDON) LTD., carry the largest stock of Riley cars in the country, specialising in mechanical and coach repairs.—Carvers Lane, Highgate Hill, London, N.W.5. Tel. 5446. [C2047/R]

RILEY distributors for 35 years—Comprehensive list of spares, quotations and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [C2068/R]

ROLLS-ROYCE

JACK

OLDING & CO. (MOTORS), Ltd., official Rolls-Royce and Bentley retailers, offer their selection of used Riley cars.

SILVER WRAITH 1953 Freesone & Webb touring limousine, two shades of green/green hide, one owner, 17,500 miles.

SILVER WRAITH 1953 H. J. Mulliner touring limousine, dark green/grey hide, one owner, 11,000 miles.

SILVER WRAITH 1951 H. J. Mulliner touring limousine, blue/grey leather: £4,250.

SILVER WRAITH 1948 James Young 4-door saloon, mid-blue/blue hide, one owner: £2,850.

25/30 1930 4-door saloon, black and green/green leather: £250.

25/30 1936 Vincent fixed head foursome coupe, blue/grey hide: £250.

20/25 1936 Hooper sports saloon with division, black: £250.

UDLEY House, North Audley St., W.1. Mayfair 5242. [C5303]

RIPPON

RIPPON BROS., Ltd.

The Northern Bentley and Rolls-Royce specialists, always have a good selection of used Bentley and Rolls-Royce cars in stock.

WHITE, call or telephone.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines); also at LEEDS, Bradford, Sheffield.

CAR MART, Ltd.

1950 Rolls-Royce Silver Wraith Park Ward 4-light saloon, sliding head, dual grey with blue upholstery: £2,850.

CAR MART, Ltd., 520, Euston Rd., London, N.W.1. Euston 1212. [C1039]

MANN EGERTON & Co., Ltd.

1955 Rolls-Royce Silver Wraith James Young saloon, blue and silver grey, with automatic gear, 900 miles.

1955 Rolls-Royce Silver Dawn, grey, automatic gear, 900 miles.

MANN EGERTON & Co., Ltd.

1955 Rolls-Royce privately owned, grey and black saloon, 400gns.—Terminus 6955, evngs. Ordred 650. [C2008]

14, Berkley St., W.1. Hyde Park 2075.

1934 Rolls-Royce, privately owned, grey and black saloon, 400gns.—Terminus 6955, evngs. Ordred 650. [C2007]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley. **L**ARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., May. 7444 (open until 8 p.m.).

H. R. OWEN, Ltd.

FROM our large and comprehensive stock we have chosen the following cars as examples:

1955 Silver Dawn saloon with coachwork by James Young, black with genuine grey with green hide upholstery and fitted with automatic gear box.

1955 Silver Dawn saloon, finished in a very attractive colour scheme of silver and maroon with grey hide upholstery, fitted with radio, heater and automatic gear box.

1954 Silver Wraith touring limousine by James Young, finished in black with red leather and cloth upholstery, fitted with automatic gear box, electric division, curved windscreens and cocktail cabinet, condition as new.

We are interested in the purchase of Rolls-Royce cars and we invite communications from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.

17, Berkeley St., London, W.1. Tel. Mayfair 9060. (C1052)

PB, Ltd., offer:

1937 25/30 Rolls-Royce saloon, with division, by James Young, radio, heater, in first-class condition throughout.

1934 continuing.

1933 20/25 close coupled owner-driver saloon, by Barker, two shades of grey, grey leather, recent overhaul.

1930 20/25 open driver-saloon by H. J. Mulliner, painted grey, black unlined, green leather, chassis and bodywork in excellent condition.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 3477/7476. (C1053)

RUSSELL MOTORS offer:

1937 25/30 Rolls-Royce Sedanca coupe by Gurney Nutting, recent makers' overhaul, an exceptional car.

1934 (Nov.) 20/25 Cooper sports saloon with riding control, excellent mechanically: £525.

RUSSELL MOTORS (KNIGHTSBRIDGES), Ltd., 14, Sloane St., S.W.1. Sloane 9288. (C1050)

JACQUIER, Ltd., offer:

1937 P.III Park Ward sedan, radio, heater, cocktail cabinet, numerous other extras, exceptional condition: £825.

1937 25/30 Gurney Nutting semi-razor-edge with Mulliner division, condition: £755.

1935 40,000 miles, genuine: £695.

1933 20/25 Connaught saloon with division, attractive: £525.

1933 25/30 Thrupp & Maberly owner-driver saloon, with hood: £695.

1932 P.II sedan, excellent condition: £275.

1932 20/25 Hooper sports saloon: £565.

1929 PI limousine, face-forward, leather throughout: £175.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. (C2043)

METCALFE & MUNDY, Ltd.

ROLLS-ROYCE 1935-6 Phantom II Owen sedanca coupe, in faultless condition throughout: £695.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.3. Fremantle 5471. (C1054)

CHIPSTEAD MOTORS, Ltd., offer:

STREAMLINED van, would easily convert to caravan, 25hp, beautiful condition, tyres unmarked, discs, bumpers, etc.: £375.

COUPÉ Hooper 4-seater drop head 25hp, 1930, exceptional condition: £350.

H. J. MULLINER 1935 25hp converted sedan, sports saloon, ride control, heater, bumpers, etc., genuine bargain: £495.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052-7253-7154. (C1046)

KNIGHTSBRIDGES MOTORS, Ltd., offer:

1937 delivery Rolls-Royce Phantom III sports saloon with division, division by Barker, black with beige leather upholstery: £695.

1934 delivery Rolls-Royce Phantom III Continental chassis with drop head four-seater saloon by Gurney Nutting, black with brown leather upholstery: £695.

I. Robert's Mews, Lowndes Place, Belgrave Sq., London, S.W.1. Sloane 4066. (C2036)

SWANMORE GARAGE, Ltd., Ro's Royce specialists. £2175—Rolls-Royce Silver Wraith owner-driver saloon by Park Ward (no division), overhauled, one owner, silver coachwork, positively wonderful condition.

£875—Rolls-Royce 20/25 owner-driver by Freytag & Webb, £950 overhaul (1,300 miles since), very pretty semi-razor edge saloon, in wonderful condition.

£585—Rolls-Royce Phantom II 4-door saloon by Fagioli, owned by foreign royalty, exceptionally modern sports saloon, in positively magnificent condition.

£395—Rolls-Royce 20/25 1938 replica, very attractive—car indeed.

WRITTEN guarantees.

SWANMORE GARAGE, Ltd., 1176, Christchurch Rd., Boscombe E., Bournemouth (Tel. Southbourne 43544). (C1024)

VINTAGE AUTOS. See our advertisement on page 39. (C1079)

HEARSES, Hearses, Hearses. We build new bodies on all chassis, including standard. **LPE & SAUNDERS** (COACHBUILDERS), LTD., Station Approach, Kew Gardens, Richmond 1161.

ROLLS-ROYCE

MASCOT MOTORS, Ltd., the firm with service after sales, offer the following:

1937 25/30hp Barker sports saloon: £875.

1936 (late) 30hp Thrupp & Maberly sports saloon, faultless condition: £875.

1934 25/30hp Barker sports saloon with ride control: £875.

1932 25/30hp Park Ward saloon with division: £755.

1931 20/25hp Hooper sports saloon: £275.

1930 20/25hp 6-light saloon: £225.

AND many others undergoing renovations.

FOREIGN buyers—repurchase arrangements guaranteed.

1937 245, Kensal Rd., Ladbroke Grove, W.10. (C2007)

SIMPSONS MOTORS (WEMBLEY), Ltd., Car Sales Division offer:

ROLLS-ROYCE 25hp drop head with 1938 body, 20/25 £755. Tel. Wembley 4422.

1933 25hp Hooper limousine, choice of 2, from £325. Tel. Wembley 4422.

1932 25hp 2-door, owner-driver saloon, with body by Rippon, 1924: 3 months' guarantee: £45 deposit. Tel. R. Seale, Ltd., Molesey 2142/5. (C1069)

1934 Rolls-Royce 25.9 sports saloon by Mulliners, nice condition: £475; terms, part exchange—Wilsons, 34, Acme Lane, Brixton 4011. (C1085/1)

1934 Park Ward saloon, major overhaul 1952, beautifully conditioned, small rolls: £450. Tel. Winchester 4794 or Box 574. (9426)

1937 Rolls-Royce 30 Barker saloon: £695.

1936 Morris Motor, 9, H. H. Boswell, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. (C3088)

ROLLS-ROYCE 20hp Mulliner owner-driver saloon, engine overhauled by Rolls, price £200.—Apply to Seller, Free Tree Farm, Much Hadham, Herts. Tel. 1913.

A & S Guaranteed Limousines, 1937 30hp Windover owner-driven Sedanca, division and side seats, speedometer approximately 71,000 miles. £750.

LIMOUSINE 1934 25hp Mulliner 7-passenger, wide

wide forward seats, well maintained: £525.

LIMOUSINE 1935 Series Park Ward, division and side seats, leather throughout: £550.

LPE & SAUNDERS (Limousines Purchased) Provenance Court, North Audley Street, Mayfair 0241.

EDWARDS & CO. (BOURNEMOUTH), Ltd., Bournemouth, 1272-5, officially appointed Rolls-Royce retailers and repairers: £845.

LIMOUSINE 25hp 1934 extra roomy, Hooper, £550.

IMOUSINE 25hp 1934 extra roomy, Hooper, £550.

IMOUSINE 25hp 1935 Series Park Ward, division and side seats, leather throughout: £550.

A & S Limousines required urgently, highest prices

EDWARDS & CO. (MOTORS), Ltd., official retailers.

purchase good used Rolls-Royce cars.—Audley House, North Audley St., W.1. Mayfair 5242. (W3030)

WANTED good Rolls 25/30 or Wraith owner-driver

saloon.—Box 5620.

A & S Limousines required urgently, highest prices

LPE & SAUNDERS (Cars), Providence, North Audley Street, London, Mayfair 2341. (W1006)

GOOD Rolls-Royce required.—G. Edwards, Amersham Lane, Harpenden, Herts. Harpenden 118. (W2000)

IMOUSINE 25-30 must be in excellent condition, 1936-38.—Glynn, 134a, Grange Rd., Ramsgate, Kent. (W4572)

CASH buyers of Rolls-Royce cars.—Swanmore Garage, Ltd., 1176, Christchurch Rd., Boscombe E., Tel. Southbourne 4344. (C4024)

XXX cars, H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. (W2003)

OWLAND SMITH'S, The Car Buyers.—Highest cash

prices for Rolls-Royce.—Hampstead (Tube), N.W.5. (W4016/R)

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 65, Westow St., Crystal Palace, S.E.19. (Livingstone 3362).

MASCOT MOTORS, Ltd., are anxious to purchase

pre-war Rolls-Royce and Bentley with owner-driven coachwork.—237, Kensal Rd., W.10. (Ladbroke 1231-2)

THE SOUTHERN MOTOR CO. is interested in the

purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. (W3050/R)

ROLLS-ROYCE

1928 20hp Rolls-Royce Landauette 6-seater, disc-maintained, only two owners, mileage below 40,000; genuine bargain; accept £2200. Tel. 11, Queens Gate Place Mews, Kensington, S.W.7. (Wes. 0810). (9500)

WALTER SCOTT, Ltd., offer September, 1937, Rolls-Royce 20hp Hooper 7-passenger landauette, face-forward, division, black, with interior, exterior, engine, body, etc., in excellent condition; £750. Tel. 29 College Cres., Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5914. (C10408)

ROLLS-ROYCE Phantom II sports saloon, by Hooper, black, with leather interior, disc-maintained, mileage of 29,000 only since new, having spent the greater part of its life in store and is faultless in every respect.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. (C1016)

1936 Rolls-Royce 20/25 Gurney Nutting sports saloon, with commode roof, front, rear, side, roof, disc, bumper, fog lamp, twin horns, exceptionally attractive body lines, Rolls-Royce service history available: £795; terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. (C2003)

£666!—The prettiest and most beautiful Rolls-Royce 25 G.L.B. sports saloon we have ever had; bodywork by Gurney Nutting, a special job! It's magnificent and outstanding! Only one owner in registration book back to 1935 and we can undoubtedly say this is the best example and the best looking 25 Rolls we have ever had; photograph sent with confidence. If you want a beautiful little Rolls this is it!

AMBLES OF WOOD GREEN (Est. 1897), 100 guaranteed cars, exchanges, hire purchase, 421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. (C2052)

Rolls-Royce Cars Wanted

C

M

CAR MART, Ltd., official retailers, are anxious to

purchase Rolls-Royce cars for those in exceptional condition.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Gros. 3434. (0970/R)

J

ACK

OLDING & CO. (MOTORS), Ltd., official retailers.

purchase good used Rolls-Royce cars.—Audley House, North Audley St., W.1. Mayfair 5242. (W3030)

WANTED good Rolls 25/30 or Wraith owner-driver

saloon.—Box 5620.

A & S Limousines required urgently, highest prices

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GOOD Rolls-Royce required.—G. Edwards, Amersham Lane, Harpenden, Herts. Harpenden 118. (W2000)

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purchase of all types of Rolls-Royce cars, particularly

our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. (W3050/R)

ROLLS-ROYCE Spares and Service

A

SERVICE

unqualified.

OFFICIAL repairers Rolls-Royce cars.

SERVICING or overhauls.

COACHWORK renovation and accident repairs.

SPARES all models.—Tel. Flaxman 2223 (5 lines).

JACK BARCLAY (SERVICE), Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). (S1082/R)

J

OLDING & CO. (MOTORS), Ltd., official Rolls-Royce

service, overhauls and renovations.—24-30, Holland Park Ave., Kensington, Park 5077.

SERVICE exception in Mayfair, 18, Providence Court, North Audley St., Mayfair 5242. (C3030)

CHARLES FOLLETT, Ltd., officially appointed

repairers and overhaulers.

SHOWROOMS, 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.8.

Tel. Cunningham 5326-7-8. (0614/R)

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, bonnets, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. (Livingstone 3362).

ROVER 10—Undoubtedly the finest Rover 10 we have

recently purchased: if you drive this car its

so tight, quiet and beautiful to handle you could

imagine its only done 10,000 miles; the leather interior is unmarked, the work original and beautiful, a one

100,000 motor car.

AMBLES OF WOOD GREEN (Est. 1897), 100 guaranteed cars, exchanges, hire purchase, 421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. (C2052)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 10

1946 (October) Rover 10 de luxe saloon, guaranteed; £225; exchanges, terms.—Palmer Park, 9704 Russell Gardens Mews, Kensington, W.14. Park 9704 and 5686.

1947 Rover 10 saloon, black, brown leather upholstery, heater, sun roof, first-class condition throughout; £235.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 9038 and 5306. [C4074]

ROVER 12

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1936 Rover 12, completely overhauled; £175.—125, High Rd., Wembley, Middx. Tel. Wembley 44015.

1947 Rover 12 saloon, faultless; £465.—Beardmore, 6, Queensway, W.2. Baywater 12016.

1937 Rover 12hp saloon, black/brown; £195.—Dorking Motor Co., Ltd., Dorking 21086.

1948 Rover 12 sportsman's saloon, reboxed; £445.—Monton Motors (R. H. Bowser), 11, 936, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2.

1939 Rover 12 6-light de luxe saloon, excellent running, needs respray; £195 or £65 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

1947 Rover 12 tourer, grey with maroon interior, tax'd till end of year, excellent condition throughout; £440.—Weybridge Automobiles, Ltd., Queen's Rd., Weybridge 233.

1948 Rover tourer 12, in fine order, fully disappearing hood, beige, maroon leather, a scarce model; £485; written guarantee; terms, exchange or part-exchange welcome.—HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4 anytime. [C4065]

ROVER 14

1947 Rover 14 sports saloons, choice of three black with brown leather interior, from £375.

MADISON ENGINEERING Co., Smeethurst St., Pendleton, Manchester, 6. Pen. 3457. [C3000] £150¹¹—1936 14, just recirculated; bargain!—A. J. Motors, 100, Palmerston Rd., N.W.6. Tel. 4723.

1946 Rover 14 saloon, blue/blue leather, immaculate, guaranteed; £435.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kt. 8104. [C4053]

1947 Rover 14, taxed to end of year, H.M.V. radio, headlight foglamps, screenwashers, loose covers; £425.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 5333. [C1083]

ROVER 16

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1938 Rover 16, fitted radio; £225—355, High Rd., Wembley 4422. [C4015]

!!! £435; superb specimen, finished light green, radio, heater, photograph, 1947-8.—Value Cars, East Sheen, Prospect 7520. [C936]

1947 Rover 16hp saloon, blue/blue, 2 spotlight heater, engine and transmission recently overhauled, excellent condition throughout; £445.—Dorking Motor Co., Ltd., Dorking 2256. [C1088]

ROVER 20

GUY SALMON AUTOMOBILES, offer:—

1938 Rover 20 saloon, knock-on wire wheels, very good running order, to clear (or near offer); £175.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001]

ROVER (60, 75 and 90)

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1948 Rover 75 saloon, finished silver grey, red leather upholstery, chromed fittings and coachwork in first-rate condition. **HIRE PURCHASE** terms on the spot with no references, **HIRE PURCHASE** or guarantees; part exchange on your present motor cycle or car; always 200 car under £400 to choose from.

RAYMOND WAY, Canterbury Road, Kilburn, N.W.8. Tel. 6064, connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards).

Cox's for Rovers.

1954 model Rover 75, black with green leather, typical Rover condition, one owner; £1,095.

1948 Rover P.5 75, sports saloon, green with green leather; radio and heater; £595.

COX'S MOTORS (LEICESTER), Ltd., 11/15, Conduit St., Leicester. Tel. 60319. [C1039]

JACK SMITH offers:—

2,800 miles, 1955 Rover 90, black/red, as new; £1,275.

1954 Rover 90, duo grey, 15,000 miles, immaculate; £1,175.—Jack Smith, 23, Bruton Place, W.1. Mayfair 0661-2. [C4082]

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1954 Rover 90, duo grey, 15,000 miles, immaculate; £1,175.—Jack Smith, 23, Bruton Place, W.1. Mayfair 0661-2. [C4082]

TOM GARNER, Ltd., offer:—

1950 Rover 75 saloon, blue; £645.

1955 Rover 60 saloon, black, 8,000 miles only; £1,195.

1949 Rover 75 PIII sports saloon, black, 21,000 miles; £1,295.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 3. Blackfriars 9265-6-7. [C2020]

H. BEART & Co., Ltd., offer:—

1948 Rover 75 saloon, fitted radio; £525.—122, London Rd., and High St., Kingston-on-Thames, Kingston 3348. [C1081]

£525—1948 Rover 60 saloon, unquestionable condition; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010]

ROVER (60, 75 and 90)

WARWICK WRIGHT, Ltd., offer:—

1954 (series) Rover 90 saloon, green with green upholstery, fitted heater, 12,000 miles; £1,275.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045/1]

WARWICK WRIGHT, Ltd., offer:—

1955 series Rover 60 saloon, grey with grey upholstery, fitted heater, 5,000 miles; £1,175.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 0761. [C4045]

AUTOSALES (LONDON), Ltd., offer:—

1948 Rover 75 de luxe saloon, fitted radio and heater, in exceptional condition throughout; £585.—59-65, Belize Rd., N.W.6. Mal. 5555-2182. [C1019]

DUNHAM & HAINES OF LUTON offer:—

1951 Rover 75 saloon, blue/blue, radio, supplied and serviced by ourselves; £785.

1948 Rover 75 sports saloon, maroon/maroon, radio; £1,095.

We have a large selection of used Rover 60, 75 and 90 saloons available.

TELEPHONE Luton 2100-1 for further information.

DUNHAM & HAINES, 46, Castle St., Luton. Beds. [C1079]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1954 Rover 60 saloon, black and red, 8,000 miles offered at £1,050.

COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's, Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907. [C1057]

1953 Rover 75 saloon, green with green interior, radio, various extras; £895.

BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 2700. [C5082]

HENLYS offer with 4 months' guarantees and 7 days' trial.

1954 Rover 75 saloon, heater, demister, completely unmarked, black with red interior and loose covers; £1,125.—Henly Corner, North Cheshire, Tel. 01-511-0081. [C1011]

1953 Rover 75 saloon, green with red leather interior, radio, various extras; £895.

1952 Rover 75, radio, heater; £225.—Owen (Hendon), Ltd., Tel. Col. 5185. [C952]

Rover 90, low mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. [C1009]

1953 Rover 75 saloon, black, fawn interior, excellent condition; £1,095.—Robbins, East Putney, Tel. 7881. [C5010/1]

1952 Rover 75 saloon, black/brown, excellent condition; tyres 100%; £1,095.—Bentley, Dorset, Tel. 01-250-2250. [C1008]

1955 (April) Rover 75, green, 2,000 miles, as new; £1,295.—West, The Broadway, Woking 4270. [C940]

1948 (Oct.) Rover 75, in outstanding condition, very real bargain at £495.

1954 Rover 90 saloon, 12,000 miles, spares unused; £1,175.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. [C1009]

1954 (Nov.) 1955 saloon, black/red hide, radio, covered; £1,220. [C5024]

1955 (1950) Rover 75 saloon, exceptional order; £695; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester, Tel. 4965. [C1010/1]

JACK ROSE, Ltd., offer 1948 Rover 75, maroon, open to all examination; £1,295.—Stafford Rd., Wallington, Wal. 6677. [C1009]

1955 (1950) 90 saloon, ivory red hide, H.M.V. radio, low mileage, almost indistinguishable from new; £1,295.—West, The Broadway, Woking 4270. [C940]

1954 (Nov.) 90 saloon, 2-tone grey, red leather, high ratio axle, almost equal to new; £1,190.—Robbins, East Putney, Tel. 7881. [C5010/2]

1954 (Nov.) 90 saloon, 12,000 miles, grey; £1,175.—Chester 234. [C929]

1954 (Nov.) 90 saloon, 12,000 miles, spares unused; £1,175.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. [C1009]

1954 (Nov.) 90 saloon, black/red hide, radio, covered; £1,220. [C5024]

1955 (1950) 90 saloon, black, one owner, radio, supplied and serviced by us, guaranteed; £895.—Symonds, Perivale 4456. [C1057]

1954 (Nov.) 90 saloon, grey with red leather, 100,000 miles; condition equal to new; £1,245.

1955 (1950) 90 saloon, black, one owner, radio, supplied and serviced by us, guaranteed; £895.—Miller, 10, Castle St., Cirencester, Tel. 49048. [C1009]

1954 (Nov.) 90 saloon, fitted sun roof, radio, etc.; £1,150.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C1008]

1955 (1950) 90 saloon, fitted sun roof, radio, etc.; £1,150.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C1008]

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER MISCELLANEOUS

HENLYS, Ltd.
ENGLAND'S Largest Rover Distributors.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor
2287)
HENLY House, 385, Euston Rd., N.W.1. (Euston
4444)
DEPTOS at:-
MANCHESTER (Blackfriars 7845).
RISTOL (Bristol 21326).
BOURNEMOUTH (Bournemouth 6314).
NORTHAMPTON (Northampton 907).
CAMBERLEY (Camberley 77).
HOUNSLAW (Hounslow 3454).
FINCHLEY (Finchley 081).
GREAT WEST ROAD (Ealing 5477).
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLYS, Ltd., England's Leading Motor Agents.

Rover Miscellaneous Cars Wanted

ROYLAND SMITH'S Car Buyers—Highest cash price for Rover—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

COOOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition post-war Rover cars—offers appreciated—Portsmouth Rd., Chiswick, Tel. 60067. [C0242/R]
ALMOST new Rover required immediately—54 Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]
BIRMINGHAM—Post-war Rovers wanted: distance no object—Hatton Motors, Ltd., Tl. Broad St. Middx. 4094-5. [C0243/R]
POST-WAR Rovers wanted—Wilson's Automobiles & Coachworks, Ltd., 54, Acme Lane, Brixton, S.W.2. Brixton 4011; 3, Dorking Rd., Epsom, Surrey, Epsom 5901. [W4085/R]

Rover Spares and Service

LATHWOODS GARAGES, Ltd., 205, St. James's Rd., Croydon. The 1222. Main Rover dealers for Croydon. [0219/R]

GULLIVER ENGINE SERVICE—Rover 12 and 14hp complete exchange engines—so. Higher Rd., N.W.5. Gulliver 4604. [C0582/R]

EVANS (WIMBLEDON), Ltd., area dealers for Wimbledon and District—131, Alexandra Rd., Wimbledon. Tel. 0163-4-5. [C0147/R]

COLLIER-FISHER, Ltd., unsurpassed service specialists—replacements units—Northwood, Middlesex. Tel. 777 (4 lines). [C0422/R]

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors for spares and specialised service—Datchet 2222. [C0423/R]

POWER MOTORS, Ltd., East London area

Resellers—Full repair and spares service available—321, Romford Rd., Forest Gate, E.7. [C0437/R]

DAVID ROSENFIELD, Ltd.—Rover Distributors—Lancashire and Cheshire—very large spares stock available—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [C0586/R]

SIMCA

DICKS.

1953 Simca Aronde saloon, attractive car, fitted

1953 whitewall tyres: £595. [C1072]

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072]

GATEHOUSE offer:-

1955 Simca Aronde saloon, grey, heater, 1,600 miles only; £795.—Galehouse Motors, Ltd., Highgate Village, London N.6. Tel. Mountview 4444. [C1065]

ATHONY CROOK 1954 Aronde, 12,000 miles; £725.—Aronde, 19,000 miles; £685.—High St., Esher, Tel. 4580. [C1065]

1954 model Simca Aronde saloon, black, fitted

1954 loose covers, regularly maintained, a spleen did car for fast, comfortable motoring: £625. [C1065]

FERRARI OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gloucest. 2284. [C0208/R]

1954 Simca Grand Large 2-door saloon, wrap-round rear windows, numerous extras, whitewall tyres, a unique and very attractive car; actual Earls Court show model—ALEXANDER ENGINEERING Co., Ltd., Haddington, Bucks. Tel. 545. [C1094]

SINGER

1951 model Singer SM1500, beige, immaculate: £475. [C0063]

SEE us at the Hendon show—Jack Posner (Autos), 395, Hendon Way, N.W.4. Hen. 8011-2. [C0063/1]

1955 Singer 1500, finished red, as new, JUN. 1955. [C0063]

SEE us at the Hendon show—Jack Posner (Autos), 395, Hendon Way, N.W.4. Hen. 8011-2. [C0063/1]

1955 Singer Hunter saloon, green and silver 2-tone, single carb.: £895. [C1011]

PARKERS (MANCHESTER & BOLTON), Ltd., Deansgate, 1-4. Tel. 4507. [C0063]

AREA dealers, new and used models always in stock. Spare parts service—Bottomgate Motors, Ltd., Bolton Rd., Darwen (774). [C0743]

1949 series Singer Super 10 de luxe saloon, new tyres, really excellent condition, unmistakable bargain: £310.—A.Z. Motors, 100, Palmerston Rd., F.W.6. Tel. 4725. [C0063]

1955 Singer Hunter saloon, one careful owner, genuine mileage 3,000, twin carburetors, finished grey and blue cellulose, bargain: £845.—Seals, Ltd., 67, Highland Rd., Southgate. [C0219]

SINGER Hunter saloon, 6,000 miles only, green, brown interior, unmarked: £850.—B. & M. Motors, 164a High St., Whetstone (Finchley), London, N.10. Tel. Hillside 6671-2. [C0063]

1951 Singer 1500, small mileage, condition as new throughout, colour black, one owner, extras: £425; h.p. terms and exchanges.—E.R.C. Services, 5, Summerland Odns., Muswell Hill, N.10. Tudor 8075; Tel. 0293. [C0063]

1951 Singer 1500, small mileage, condition as new throughout, colour black, one owner, extras: £425; h.p. terms and exchanges.—E.R.C. Services, 5, Summerland Odns., Muswell Hill, N.10. Tudor 8075; Tel. 0293. [C0063]

SINGER

1947 Singer 9 roadster, good condition, recirculating brakes, front tyres good, weather equipment sound, taxed £300.—Box 5694. [C0211]

SINGER S.M. 1500 de luxe saloon, July 1955, 21,000 miles, radio, heater, wing mirrors, Rimbellishers, spotlights, taxed Dec., as new; bargain £575 or part exchange open car, cash adjustment either way—Eric Smith, 10, Bromwich Rd., Claines, Worcester. Tel. Eves. 5111. Bill Heath 5011. [C0453]

Singer Cars Wanted

ROWLAND SMITH'S The Car Buyers—Highest cash price for Singer—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

SINGER SM1500 urgently required by Jack Posner (Autos), 395, Hendon Way, N.W.4. Hen. 8011-2.

H. A. SAUNDERS require S.M.1500 saloons for cash or in part exchange—144, Golders Green Rd., N.W.1. Tel. Speedwell 0011. [C0004]

Singer Spares and Service

THE Singer agents for spares, service, repairs, Auto-menders—Loftner Garage, Ferry Rd., Barnes, S.W.15. Riverside 2251. [C0063]

GORDON CARS (LONDON), Ltd., the London Singer Distributors, for spares, repairs and service—St. Albans Lane, Golders Green, N.W.1. Speedwell 4701-2. [C0065/R]

MANCHESTER—South Lancashire, North Cheshire, specialised sales, service and spares facilities—Parkers, Ltd., Bradshawgate, Bolton (4080), and 176, Deansgate, Manchester. [Deansgate 4057.] [C0065/R]

SPORTS CARS

B&**G** MOTORS offer:-

£275 M.G. 11hp T.B. 1959-40 open 2-seater, cream.

£225 Lagonda 4½-litre genuine Rapide d/h foursome; immaculate maroon, radio, etc., new hood, very fast.

£195 1950 open speed 4-seater, cream, new hood and tonneau-cover.

£185 M.G. 12 N.A. Magnette open 4-seater, blue, recent expenditure over £100.

£175 M.G. 12 open 2-seater, green, new front engine overhaul.

£155 M.G. 12 N.A. Magnette open 4-seater, green.

£145 Austin 7 Nippy open 2-str.; immaculate, powder blue, Windtoms horns.

£145 M.G. 10 Scout open 4-str., black, late model.

£145 Wolseley Hornet 12 open 2/4-seater, red, slab tank, etc.

£140 Ford 10 special Jensen open sports 4-seater, black.

£135 Austin 7 Nippy open sports 2-str., red.

£130 Wolseley Hornet 12 open 2/4-seater, red, beautiful engine.

£130 M.G. 12-type open 4-seater, cream, new hood, black, leather type.

£95 Hillman Minx 10 special open sports 2-seater, grey.

MANY others, easy terms.—B. & G. Motors, 194-6, Arlington Rd., Camden Town, N.W.1. Gulliver 578. [C1019]

ROYLAND SMITH'S for sports cars.

795 m.s.—Sunbeam Alpine 1953 sports 2-seater, grey, red leather, tonneau cover.

725 m.s.—Triumph TR2 1953 open 2-seater, geranium, leather, heater, late-type hood.

645 m.s.—Morgan Plus 4 late 1954 2-seater, ivory, TR2 engine, heater, small mileage.

625 m.s.—M.G. Midget 1954 2-seater, radio, luggage carrier.

525 m.s.—Paramount 10 1953 (registered 1954) sports tourer, twin carburetors, i.f.s., one owner, small miles.

500 m.s.—A.G. 1951 model 2-litre Buckland Continental sports tourer, l.h. drive, concealed hood, m.s.—H.R.G. 1948 1½-litre sports 2-seater.

345 m.s.—H.R.G. 1947 1½-litre aerodynamic sports 2-seater.

325 m.s.—M.G. Midget 1947 T.C. 2-seater, twin pass./lights.

225 m.s.—Austin 7 1956 Nippy sports 2-seater, exceptional.

195 m.s.—M.G. Midget 1956 9hp P.B. 2-seater, silver grey, red leather.

195 m.s.—Delage late 1936 D6/70 sports saloon, 1½-l.

95 m.s.—Lagonda late 1954 4½-litre sports saloon.

69 m.s.—M.G. Midget 1950 9hp 2-seater; terms, exchanges; list open 9-7 week-days and Saturday.

67 m.s.—Standard 8 1946 drop head, 7,000 miles, heater, spotlights, one owner: £515.—Sunny Hill 3359 and 0030. [C2074]

1954 de luxe Standard 8, fitted heater, spotlights, grey, one owner: £515.—Sunny Hill 3359 and 0030. [C2074]

STANDARD 8 1946 drop head coupe, 7,000 miles, S. rebo, steering column, front suspension repaired recently: £240.—Box 5705. [C2074]

675 miles only: 1955 (June) 8hp d.l. saloon, leather, heater, etc.: £585.—Shawford Motors, Ltd., 32, Uxbridge Rd., W.4. Ealing 1475. [C0331]

1954 throughout: £445.—Davidson Motors, Ltd., 273, London Rd., Staines. Tel. 4211-5. [C1080]

1954 Standard 8, grey, 5,600 miles, heater. Underneath, new, many added refinements, condition as new: £460.—Tel. 4211-5. [C1080]

495 grey, one owner, 7,000 miles, spare unused, terms, exchanges—Rowland Smith, below.

465 m.s.—Standard 8 1954 de luxe saloon, heater, terms, exchanges; list open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube). [C0418]

1947 saloon, sun roof, screen washer, taxed: £275. Tel. 3526. [C0514]

1947 Standard 8 1955 model de luxe saloon, grey, one owner, 7,000 miles, below.

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1947 Standard 8 19

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD 8

STANDARD 8, 1954, 9,000 miles, grey, immaculate condition; £480 o.n.o.; seen near Harlow.—Woodhouse, Sawbridgeworth 2171, during business hours.

PRIDE & CLARKE, Ltd.—1954 Standard 8 saloons, low mileage, heater; several from £469; exchangeable, guarantee.—Stockwell Rd., S.W.9. Brixton 6251.

1954 (July), 10,000 miles, chrome radiator grille, hub caps, heater, screen wipers, etc., taxed; £465.—Gerald Leventon, Ltd., Rickmansworth. Tel. 3526.

MONTE CARLO Rally performance Standard 8, twin carb., 4-brach exhaust, h/c head, high axle ratio.—George Boyle (Sports Cars), Mollington, nr. Chester. Great Mollington 353.

R.A.C. Rally winning conversion, always available. See our advert. under Standard 10. New and used cars available with or without conversion: demonstrations, part exchange, etc.

1955 Series Standard 8 de luxe saloon, grey and red, heater, radio, 10,000 miles, Alexander Hi-Power conversion; £585.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345.

1954 (Sept.) Standard 8 de luxe, grey, red leather, tartan covers, Underscaped, lamp hood, grille-bar, badge bar, bonnet motif, over-riders, 7,000 miles, £596, truly immaculate; £500.—Barnet 7861. (9449)

Standard 8 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard 8.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

SLOCOMOTES, Ltd.

We are always pleased to purchase nice examples of Standard 8s.—38-52 Dudden Hill Lane (Nr. Dollis Hill Underground), Willesden 4869.

STANDARD 8 de luxe, low mileage.—Gerrards Cross 2077.

WHAROLD PERRY require Standard 8 cars.—Used Car Dept., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6261. (W3042)

STANDARD 9

£100—1956 Standard 9 de luxe saloon in very excellent order. Evenings Guildford 4822.

£145—1956 Standard 9 saloon, good condition, choice of 2 terms.—Autoships, 5, Balham High Rd., Balham 1509.

STANDARD MOTORS offer:

1955 Standard 10, heater, leather, wing mirrors, twin carb., 10,000 miles, £610.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 3288. (C3060)

MONTE CARLO Rally performance Standard 10, twin carb., high compression, heater, standard exhaust.—George Boyle (Sports Cars), Mollington, Nr. Chester. Great Mollington 353.

R.A.C. Rally winning conversion, as used on works entered cars, now available on 8s and 10s; stock of new and used cars with or without conversion usually available; send for data; demonstrations; h.p. terms, part exchange.

1955 and blue, heater, 3,000 miles only, Alexander Hi-Power conversion; £635.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345.

Standard 10 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard 10.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

SLOCOMOTES, Ltd.

We are always pleased to purchase nice examples of Standard 10s.—38-52 Dudden Hill Lane (Nr. Dollis Hill Underground), Willesden 4869.

LOW mileage 10s wanted urgently, cash waiting.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345.

STANDARD 10, low mileage.—Gerrards Cross 2077.

STANDARD 12

RAYMOND WAY, East London Branch.

1948 Standard 12 de luxe saloon, very beautiful condition, black with green leather, extras include rim embossers, wing mirrors, etc., taxed year, 3 months' written guarantee; £399s or £119 deposit, balance 24 months.

Easy credit, buy the spot with no references, no formalities or guarantees; part exchange on your present car or motor cycle; always a huge selection of pre- and post-war cars to choose from.

RAYMOND WAY, 775, High Rd., Seven Kings. Tel. Seven Kings 4066.

STANDARD 11

1948 Standard 14 saloon, specimen car; £365.—A. Owen (Hendon), Ltd. Tel. Col. 5155.

1947 Standard 14 drop head coupe, black, brown hide interior, new fawn vinylide hood, new tyres, lovely condition; £325; consider part exchange.—14, Bulleit Ave., Worthing 1839.

1948 Standard 14 sun saloon, blk./fawn, excellent appearance and general mechanical order, taxed; £325; terms arranged.—Kingsthorpe Garage, Ltd., 50, Harborough Rd., Northampton. (P523)

1948 Standard 14 saloon, black, fitted heater, spot lamp, screen washers, exceptionally good condition throughout; £225.—Garage Service Co., Ltd. 1015, Finchley Rd., Golders Green, N.W.11. Speedwell 6692.

Standard Vanguard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

ALMOST new Vanguard required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W2016)

XXX Excellent cash prices for good Standard cars.—H. F. Edwards, 23-34, Upper High St., Epsom, Surrey. Tel. Epsom 3400. (W2001)

STANDARD VANGUARD

RUSSELL MOTORS offer:

1955 Phase II Vanguard, 280 miles only, radio, heater, screen washers, taxed; £845.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 3288. (C3060)

1953 Standard Vanguard, green, green interior; £645. (C3051)

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines).

HENLYS offer with 4 months' guarantee and 7 days' trial.

1952 Standard Vanguard estate car, overdrive, radio, heater, etc., carefully used and maintained, metallic green with green interior; £665. (C3052)

HENLYS, Henlys Corner, North Circular Rd., N.W.1. Finchley 0081. (C3051)

BERKELEY SQUARE HOUSE GARAGE, Ltd., Tel. 2843.

1954 Vanguard saloon, black with red vinylide, nominal mileage, in excellent condition; £625.

BERKELEY Square, London, W.1. Grosvenor 4343. (C3074)

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:

1949 Vanguard estate car; £425—355, High Rd., Wembley. Middx. Tel. Wembley 4422. (C4015)

1949 Vanguard, leather, radio, heater, one owner, excellent condition; £420.—Mountview 3786. (C4048)

1950 Vanguard Estate car, 20,000 miles, radio, heater, overdrive and other extras; £575. (C4053)

BENNMOTORS, 1, Clarendon Rd., Holland Park, London, W.8. Park 5066-7. (50 yards Holland Park Tube Station, Epsom, h.p.)

STANDARD Vanguard saloon (Dec., 1952) black, beige leather, £625.—Stratstone, Ltd., 40, Bendale St., W.L. Mayfair 4404. (C4023)

1950 Standard Vanguard, maroon, beige upholstery, perfect condition; £640.—Victoria 5526 or Tata Gallery 9195—76, Lupus St., S.W.1. (9580)

1952 Vanguard Estate car, 20,000 miles, radio, heater, overdrive and other extras; £575. (C4053)

BENNMOTORS, 1, Clarendon Rd., Holland Park, London, W.8. Park 5066-7. (50 yards Holland Park Tube Station, Epsom, h.p.)

STANDARD Vanguard saloon, black/brown, radio, excellent condition throughout; £465. (C4088)

1951 Standard Vanguard saloon, black/brown, radio, excellent condition throughout; £465. (C4088)

1952 Standard Vanguard saloon, radio, heater, overdrive, £500.—A. Owen (Hendon), Ltd., Col. 5165. (C4053)

345—Standard Vanguard, December 1949, saloon, screen washers, excellent condition, terms, exchanges—Rowland Smith, below.

445—Standard Vanguard 1952 saloon, comet head, one owner, excellent condition, terms, exchanges, h.p., open 9-7 weeks days and Saturday, Rowland Smith, Hampstead (Tube). (C4018)

1955 Standard Vanguard saloon, 7,000 miles; £755.—Montreux Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. (C4074)

1950 Standard Vanguard saloon, blue, leather upholstery, radio, heater; £445.—Vare Motors, 42, Archway Rd., Highgate, N.6. Mountview 9039 & 5306. (C4074)

1953 Standard Vanguard saloon, grey, 10,270 miles only, exceptional condition throughout, fine opportunity, guaranteed; £495 cash; deferred or part exchange.

E. J. BAKER & Co., Ltd., Dorking 5822.

1954 Standard Vanguard, black, red vinylide interior, heater, small mileage, as new; £635.—Sutherland Motors, Ltd., Pitney Sq., W.L. 7518. (C4041)

1952 Standard Vanguard saloon, grey with red vinylide interior, 29,000 miles, fitted radio and heater; £525.—Weybridge Automobiles, Ltd., Queen's Rd., Weybridge 233. (C4065)

1950 Vanguard, two-tone, heater, immaculate condition, fitted latest type engine, mechanically perfect; £425.—Gregory, Front St., Corbridge, Northumberland. Tel. 65. (C4053)

1951 Standard Vanguard saloon, black, heater, on paper, guaranteed; £425; exchanges—Palmer's, 5, Russell Gardens Mews, Kensington, W.14. Park 9704-5968. (C5034)

1953 Vanguard saloon, one owner, leather, dark green, 18,000 miles, a well-kept car in excellent mechanical order; £495; written guarantee; terms, exchanges, trade-in offers welcome.

RAYMOND SIMONS, Ltd., 597-601, High Rd., East Finchley, N.2. Finchley 0052-3, any time.

1953 Vanguard estate car, comet blue, red leather, unmarked, 19,000 miles, completely unmarked and unscratched; £525.—High St., and Harrow Rd., Hounslow, Middx. (C4017)

1953 Vanguard estate van, only 5,000 miles by one owner, spare unused, beautifully finished in metallic green, fawn interior, all chromium in perfect condition, bench-type front seat, ideal vehicle for business and pleasure; £245.—Hillwood Motors, Merton Hill (London) 4222. (C4017)

1953 (September) Vanguard Phase II saloon, immaculate throughout, finished in attractive 2-tone black and grey with red upholstery, over £125 extras which include overdrive, fitted H.M.V. push-button radio, tailored seat covers, fitted link mats, armrests, etc., heater, light, electric windows, etc., carefully maintained by its one owner; £595 of £600 down, balance 24 months.—Newton Service Garage, Wembley. Arnold 5222. (C4014)

HENLYS offer with 4 months' guarantee and 7 days' trial.

1952 Standard Vanguard Cars Wanted

Standard Miscellaneous Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

PRIVATELY owned Standard 12 or 14—5, Bras Court, Kingston Hill, Surrey. Tulse Hill 2768. (C2037)

MARSTON MOTOR Co., Ltd., for your Standard.—N.15. Tel. Sta. 8000—Seven Sisters Rd., Tottenham. (C1018/R)

Standard Spares and Service

KJ MOTORS, Ltd.—Spares, reconditioned units, Girling, Radiomobile agents.—Bromley, Ray. (C3067)

LAROE stockists of Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds 2. Tel. 29439. (C301/R)

STANDARD MOTORS all models from 1937 by virtue of post, genuine factory replacement engines 1938 onwards; quote commission number when ordering.

WHITE'S GARAGE, Ltd.—Standard and Triumph Distributors, Grimsby. Tel. 5486. (C405/R)

MARGATE, Kent.—Service and spares for all models.—Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. 20405. (C599/R)

STANDARD spares for all models, largest provincial stockists—Hillingdon Automobile Co. Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 5322).

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1919).—Full range of spares; phone, write or call orders direct, money immediately.—35-43, King St., Kingston 5151-6. (C308/R)

STANDARD spares, all models from 1938; complete overhauls, body repairs, reclosing.—Puttocks, Ltd. (S.W. Surrey distributors), Alexander Terrace, Guildford 5391. (C2053/R)

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares; for immediate delivery and a reasonable price, standard exchange from 1939 onwards; guaranteed three months; Girling and Bendix stockists—Arcadia Ave., Finchley, N.J. Finchley 5908-9. (C0002/R)

STUDEBAKER

WESSEX MOTORS, St. Cross Rd., Winchester.

PART of the Healy Organisation.

1955 President 8 state sedan, one owner, low mileage, fitted heater, radio and overdrive.—Tel. Mr. Wilkins at Winchester 5555.

WESSEX MOTORS, St. Cross Rd., Winchester. (C4087)

1951 Studebaker Champion 4-door, overdrive, loose covers, heater, in very good condition. (C4018)

1954 Studebaker Champion 4-door, 5,000 miles, £1,575.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. (C4028)

1954 Studebaker Champion, Farina body, 3,000 miles, most attractive and luxurious car; £1,575.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. (C4050)

Studebaker Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Studebaker buyers. Wembley 8691-5905. (W4015/R)

Studebaker Spares and Service

SPARES and repairs for all models, special service in all Champion models.—Alliance Auto Co., Parsons Mead, West Croydon, Surrey. Croydon 1866. (C762/R)

SUNBEAM

TOM GARNER, Ltd., offer:

1955 series Sunbeam Mark III convertible, Alpine mist, heater, overdrive, 5,000 miles only; £1,195.

1955 Sunbeam Alpine Roadster, sapphire blue, 500 miles, £1,175.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 5265-6-7. (C2020)

WARWICK WRIGHT, Ltd., offer:

1955 Sunbeam Mark III saloon (overdrive), claret with French grey upholstery, fitted radio and heater, 5,000 miles; £1,195.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

GUY SALMON AUTOMOBILES offer:

1955 (March) Sunbeam Mark III four-door convertible coupe, metallic grey/grey leather, leather, low miles, radio, heater, windows, etc., £1,195.

1955 (March) Sunbeam Alpine Roadster, sapphire blue, 5,000 miles, radio, heater, windows, etc., £1,195.

FORTSMOUTH RD., 1, Thame Ditton, Emberbrook 551-2-3. (C4001)

1955 model Sunbeam, 7,000 miles, radio, heater, other extras, one owner, as new; £1,095.

Tolworth Motors, Kingston By-Pass, Tolworth. (C4081)

SUNBEAM ALPINE offer:

1954 Sunbeam Alpine coupe, very attractive car in cream, cost £1,300, bargain at £695.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6905. (C2040)

CHIPSTEAD MOTORS, Ltd., offer:

1954 Sunbeam Alpine, reputed to have cost approx.

£1,500, ivory/red, radio, heater, rev. counter, speedo, reading 12,000. £625.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Paxman 0052-725/7154. (C1046)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM ALPINE

WARWICK WRIGHT, Ltd., offer:-

1954 (October) Sunbeam Alpine roadster, overdrive, green with light green upholstery, 8,000 miles. £1,095. Taxed in red, similar mileage.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 7961. [C4045]

WORKING MOTORS (Mercedes Distributors),

1954 (June) Sunbeam Alpine 2-seater, guaranteed 2,200 miles only, metallic blue, beige leather, taxed; £935.—Maybury Hill Garage, Worcester 4277-8.**1954** Sunbeam Alpine, finished in red, radio, heater, one owner from new, excellent condition.—H. Leverton & Co., Ltd., Broad St., Spalding. [S891]**1954** Sunbeam Alpine with every extra, overdrive, radio, rev counter, aero screens, twin choke carburetors, heater, cost new, £1,515; Alpine mist with red leather seats, all accessories.**BOLTON OF LEEDS**, Ltd. (Sunbeam Dealers), 14, Harrison St., Brigate, Leeds, 1. Tel. 2014. [19145] 795.—Sunbeam Alpine late 1953 sports 2-seater, grey, red leather, high compression engine, temperature, exceptional terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

SUNBEAM-TALBOT

DICKS.

1939 Sunbeam-Talbot 10hp saloon, excellent condition throughout; £325.**DICKS CAR SALES**, Ltd., 365-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072]

CAR MART, Ltd.

1954 Sunbeam-Talbot 90 drop head coupe, heater, grey with red upholstery £1,050.—Car Mart, Ltd., 163, Bromley Rd., Catford, S.E.6. Hither Green 1001.**H. C. PAUL, Ltd.****1950** Sunbeam-Talbot 90 convertible four-door, 50 miles, red leather, mileage 27,000, one owner; only £525.—32, Bruton Place, Berkeley Square, London, W.1. Mayfair 0221/2.**CAMDEN MOTORS, Ltd.****OFFER** the following high-class Sunbeam-Talbots from their stock of 500 cars:**SUNBEAM-TALBOT** 10hp sports saloon 1938-9, a nice

Sports car, smart compact bodywork, very high standard of performance; £250.

SUNBEAM-TALBOT 10hp sports saloon 1940, prototype of post-war cars, very smart car in excellent order; £250.**SUNBEAM-TALBOT** 10hp sports saloon 1947, a carefully used one-owner car in spot-on mechanical condition, excellent tyres, recent overhaul to steering, brakes and suspension; £395.**SUNBEAM-TALBOT** 90 coupe 1947, a fine example of the latest immaculate coachwork, new Poly Vynol hood, new tyres and the whole car in first-class order; £525.**SUNBEAM-TALBOT** 90 saloon, Mark II series 1951, 16hp engine, grey, grey hide interior, serviced since new by local Rootes agents, Undersealed and superbly maintained; £525.**SUNBEAM-TALBOT** 90 coupe 1952 Mark II series, with heater and radio, definitely in most outstanding mechanical order, excellent coachwork, hood and**SUNBEAM-TALBOT** 90 saloon 1952, choice of 2**S** models, both Mark II series, one in bronze, one in grey, with heater and radio; from £675.**CAMDEN MOTORS, Leighton Buzzard 2041. Write**

for catalogue. Showrooms open until 6 p.m. [C1035]

TOM GARNER, Ltd., offer:-

1954 Sunbeam-Talbot 90 Mark II saloon, sapphire blue, heater, radio, many extras, 12,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]

H. COOPER & Co., Ltd., offer:-

1950 Sunbeam-Talbot 90 saloon, heater, grey with red leather upholstery, excellent order; £495.—102, London Rd. and High St., Kingston-on-Thames, Kingston 3348. [C1061]

WARWICK WRIGHT, Ltd., offer:-

1954 Sunbeam-Talbot 90 Mark II saloon, gun grey, with red upholstery, 11,000 miles, £1,045; another in blue, similar mileage.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 7961. [C4045]

PETER BANTOCK CAR SALES, offer:-

1954 Sunbeam-Talbot Mk. IIa, 8,000 miles only, fully equipped with radio/heater, house covers, dual fog lamps, etc. Standard bronze with red leather, which has been as brand new, at £935.—104, High Rd., Chiswick 2725/2750. [C1014]**PHOENIX MOTOR Co. (SURREY), Ltd.**

FOR all Rootes Group products.

1946 Sunbeam-Talbot 10 saloon, excellent condition; £325.

MANY other models available.

PHOENIX MOTOR Co. (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey. Vigilant 1121. [C3044]**1951** Sunbeam-Talbot 90 drop head, perfect throughout; £615.

SCOTT & CO., Ltd., Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016]

1954 Sunbeam-Talbot 90 saloon, small mileage, as new; £935.—Below.**1938** Sunbeam-Talbot 3-litre saloon, nice order throughout; £195, 8 months' guarantee, terms and exchange.**JACOB WILLIAMS MOTORS, Ltd.**, 169, Friary Rd., Horley, Mountview 5228 and 5774. [C4054]**1952** Sunbeam-Talbot 90 black/beige, heater, one owner, 15,000 miles, £1,000.—25, West Hill, Waddon, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022]

The Autocar

SUNBEAM-TALBOT

HENLYS offer with 4 months' guarantee and 7 days'

trial:—

1954 Sunbeam-Talbot 90 saloon, radio and other extras completely unmarked, grey with red interior; £1,045.—Highgate Corner, North Circular Rd., N.W.11. Finchley 0061. [C4053]**RUFFELL'S MOTORS**, Bootes Group Main Dealers and Sunbeam-Talbot Specialists, offer:-**1954** Sunbeam-Talbot, 11,000 miles, steel grey, grey upholstery, radio, heater, windscreen washers, etc.; £795. [C4052]**1953** Sunbeam-Talbot, black/fawn upholstery, radio, heater, windscreen washers, Ace Rimbellash, one owner; £795.**1951** Sunbeam-Talbot, black/red upholstery, fitted heater, low mileage; owner; £595.**1950** Sunbeam-Talbot, black/green upholstery, radio, heater, windscreen washers; £520.**1950** model Sunbeam-Talbot 90, black, brown upholstery, taxed; £485.**1951** Sunbeam-Talbot 90, High St., Wealdstone. Harrow 6421. [19230]**1952** Sunbeam-Talbot 90, bronze/red; £595.—Trig. Ltd., Essex 2255. [C4066]**1950** Sunbeam-Talbot saloon, heater, immaculate; £550.—A. Owen (Hendon), Ltd., Tel. Col. 3185. [C4022]**A** CRES offer 1947 Sunbeam-Talbot 90 saloon, stove, heater, windscreen washers; £500.**1947** Sunbeam-Talbot 90, bronze/green, condition; £520.**1951** Sunbeam-Talbot, black, brown upholstery, fitted heater, windscreen washers; £520.**1950** Sunbeam-Talbot 90, black, brown upholstery, radio, heater, windscreen washers; £520.**1950** Sunbeam-Talbot 90, black, brown upholstery, radio, heater, windscreen washers; £520.**1951** Sunbeam-Talbot 90, bronze/green, condition; £520.**1952** Sunbeam-Talbot 90, bronze/green, condition; £520.**1950** Sunbeam-Talbot 90, bronze/green, condition; £520.**1951** Sunbeam-Talbot 90, bronze/green, condition; £520.**1952** Sunbeam-Talbot 90, bronze/green, condition; £520.**1950** Sunbeam-Talbot 90, bronze/green, condition; £520.**1951** Sunbeam-Talbot 90, bronze/green, condition; £520.**1952** Sunbeam-Talbot 90, bronze/green, condition; £520.**1950** Sunbeam-Talbot 90, bronze/green, condition; £520.**1951** Sunbeam-Talbot 90, bronze/green, condition; 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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

1955 Triumph TR2, red, loose covers, turbo discs, unmarked; £815.—Johnson & Brown, 268-270, High St., Bromley. Ravensbourne 8841-2. [C2073]

1953 Triumph Mayflower saloon, fitted heater, 12,000 miles, black; £555.—S. Bowes & Son, Hillsdale Garage, Edgware. Tel. Edgware 4464. [C1023]

1954 Triumph TR2, white, wire wheels, heater, extras; £735.—The West Wickham Garage, Ltd., 203, High St., West Wickham, Kent. Springpark 2900. [1981]

1952 Triumph Mayflower saloon, excellent condition throughout, heater, colour dark green; £485.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 5456. [C1071]

1949 Triumph Roadster, one owner, 31,000 miles, recorded, heater, specimen example; £485.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. [C3045]

192000 miles, Triumph Mayflower, black, red used, leather, heater, spare unused, carefully maintained by one owner, first registered October, 1952; £550.—Below.

£550—1952 (Feb.) Triumph Renown 2000 saloon, grey, red leather, heater, excellent tyres, one careful owner who has covered only 31,000 miles, tax year 1952; £550.—Below.

1950 (May) Triumph Renown saloon, black, fawn leather, loose covers, heater, almost new tyres, one owner since new, tax year; £515.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead 4341-2. [C2091]

HATTON'S AGENTS GARAGE offer 1951 Triumph Renown, one owner, small mileage, radio, first-class condition, any trial; £550.—Great South-West Rd., Feltham, Feltham 2176. [C2092]

725 gns—Triumph TR2 1954 super sports 2-seater, hood, exceptional; terms, exchanges.—Rowland Smith, below.

395 gns—Triumph Mayflower 1951 saloon, one owner, excellent condition; choice of 2 Mayflowers; terms, exchanges.—Rowland Smith, below.

395 gns—Triumph 1800 1948 Roadster coupe, blue, blue leather, very good condition; terms, exchanges.—Rowland Smith, below.

165 gns—Triumph Dolomite 1959 14/60 saloon, sliding head, leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1954 TR2, pearl white/red, special equipment, heater, racing springs and shock absorbers, specially tuned engine, latest brakes, very low mileage, one owner; £795.—Odeon Motors, Ltd., Bar 1144. [C3020]

ROSE & YOUNG, Ltd., offer 1954 Triumph TR2 sports, one lady owner, fitted adjustable steering, leather upholstery, ice blue; £755.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Station). Tulse Hill 6464. [C3057]

1952 (July) Triumph Renown, finished grey, fitted heater, radio, one owner since new, in perfect condition throughout; £595; also 1953, fitted heater and radio, finished grey, 17,000 miles; £675.—Morley, 54, Streatham Hill, S.W.11. Tel. 4488. [C3016]

TR2 June, 1954, very low mileage, one fastidious owner, fitted with black leather upholstery, wheels, heater and tonneau cover, meticulous run-in and maintained never raced; 725 gns.—Anthony Wilkinson, 35, London End, Beaconsfield, Tel. 745. [1949]

1952 April, Triumph Renown, one owner, fully equipped, radio, heater, wing mirrors, spot lamps, etc.; £525; part exchanges, cars or motor cycles, £500.—Dudden Hill Lane, N.W.10. Willesden 4669. [C4017]

TR2, 1954 (Oct.), 5,000 miles, red, cream hide up-holstery, tonneau competition springs and shockers, wire wheels, aluminiumump, aero screen, slate body, new brakes; £795. H.P. available.—Keen, Locharanza, Crinestane Lane, Lancing. Tel. 2146. [1932]

1952 Renown, this car is offered at £575 by owner who has maintained throughout in possible original condition, fitted with Smith Jackall system, screen washers, fog lamps, combined dual stop and reflector lamps on rear wings, fire extinguisher, immaculate coachwork, and specially selected dark pearl grey polychromatic paintwork, delivery new car reason sale.—Box 5747.

Triumph Cars Wanted

ROWLAND SMITH'S the Car Buyers.—High st cash prices for Triumph.—Hampstead (Tube), N.W.3. Hamp. 6041. [W4018/H]

B. J. HUNTER, Ltd

FOR your immediate purchase of your Triumph TR2.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040]

ALMOST new Triumph will be required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

MARSTON MOTOR CO., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0182/R]

Triumph Spares and Service TRIUMPH distributors for spares, service and repairs.

TEL Lankester Engineering Co., Ltd., 59-43, Eden St., Kingston-on-Thames. Kingston 5151-6. [0918/R]

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Tel. 7735. [0143/R]

LARGE stockists of Triumph spares and replacement units.—John Kaye (Leeds) Ltd., New York Rd., Leeds, 2. Tel. 29439. [0302/R]

TRIUMPH spares for all post-war models; largest provincial stockists.—Holdingside Automobile Co., Ltd., Stockport (Tel. 4464), and Prince's Drive, Cowlyn Bay (Tel. 3522).

UTILITY CARS

H. W. MOTORS, Ltd., offer:-

NEW Morris 10cwt. Converstion estate car by Wadham's, £225.—Bridge Motor Works, Walton-on-Thames 2404-5-6. [C2042]

UTILITY CARS

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UTILITY VEHICLE CENTRE offer:-

1951 Austin A70 Countryman; £555.

1951 Standard Vanguard 4-door estate, fitted heater, recently recirculated and fitted new engine; £525.

100 Great Portland St., London, W.1. Langham 6044-5. (Private Branch Exchange.) [C4072]

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam, Commer.

1950 Bedford Utility van, one owner, taxed, excellent condition, very good tyres. This vehicle

has five seats with enclosed van space behind rear seat; should prove extremely useful for the carriage of both

goods and passengers and in great comfort; £300.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [C5080]

ROWLAND SMITH'S for utility cars.

325 gns—Austin 16 1948 4-door shooting brake, fold-out rear seating, excellent condition.

265 gns 6-door 5-seater natural timber body, radio, removable rear seating, drop tailboard.

95 gns—Jeep (Willys) registered 1951, utility, removable rear seating, seats, etc., very good condition, £100.—Bartons, 10, Barts, Barts 8222. [C4018]

PETER BANTOCK CAR SALES offer:-

1955 Ford 7-seater 10cwt. Utilicar, 2,000 miles only, fitted H.M.V. heater, etc., literally a brand new vehicle at a considerable saving on list price at £595—104, High Rd., Chiswick 3725/5870.

CHIPPSTEAD MOTORS, Ltd.—See Bentley column. [C1046]

LEONARD WILLIAMS (DISTRIBUTORS), Ltd. offer:-

1954 Hillman estate car, heater, one owner, excellent condition throughout, fully guaranteed.

LEONARD WILLIAMS (DISTRIBUTORS), Ltd., Building, Great West Rd., Brentford, Middx. Ealing 3400. [9407]

1955 Ford 7-seater 10cwt Utilicar, 350 miles only, fitted E.S.A. [C4018]

JOHN WILSON AUTOS, Ltd., Sanderson Rd., South Croydon, Sanderson 4260. [C4055]

WEST LONDON MOTOR MART, Ealing Rd., Brentford, Middx. Tel. Ealing 8842.

FORD V.8 utilities; choice of 20 from £100.

MORRIS 10hp utilities/pick-ups from £100.

HILLMAN 10hp utilities/pick-ups from £100.

AUSTIN 10hp utilities/pick-ups from £100.

STANDARD 12 utilities/pick-ups from £100.

MOBILE 1-ton Stanhope crane (Fordon Major).

FORDSON Major dumper; prices on application.

3 MONTHS' written guarantee, immediate insurance arranged, hire purchase, terms and part exchanges. [C4017]

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:-

1946 Vauxhall 10, £315—55, High Rd., Wembley Middx. Tel. Wembley 4422. [C4019]

1938 Vauxhall 10 saloon, very clean condition; £195.—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mat. 4725. [C1011]

£335—1947 Vauxhall 10, loose covers, excellent condition throughout; terms—Autospins, 5, Balham 1509. [C1009]

VAUXHALL 12

1948 Vauxhall 12 saloon, finished in black, loose covers, a smart economical car; £320.

ERIC PAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Ambassador 8266. [C2055]

£295—Autospins, 5, Balham High Rd., Balham 1509. [C1009]

VAUXHALL 14

£380 Vauxhall 14J (May, 1948), one owner, care-fully used and maintained, excellent condition throughout. Tel. Fleet 716. [1948]

1939 Vauxhall 14 J-type saloon, really excellent condition; £225.—O.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tel. Batt. 1107-8-9). [C2024]

VAUXHALL WYVERN

G.N., Ltd., Vauxhall main dealers, offer:-

1953 Vauxhall Wyvern, grey, one owner; £615.

278—250, Balham High Rd., London, S.W.17. Bal. 1033 & 7 lines. Showrooms open 8 a.m.-8 p.m. including Saturdays. [9227]

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:-

1954 Vauxhall Wyvern, £325—55, High Rd., Wembley Middx. Tel. Wembley 4422. [C4015]

£598—Vauxhall Wyvern, 1953 model, faultless body and mechanical condition; many other cars.

BENMOTORS, Ltd., Clarendon Rd., Holland Park, London, W.11. Tel. 5086-7. (50 yds Holland Park Tube Exchanges, h.p.) [C1017]

£585—1954 model Vauxhall Wyvern saloon, ally as new, £60 of extras.—Evenings Guildford 4882. [1957]

1951 Wyvern, splendid condition; £470.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. [C4019]

1954 (May) black Wyvern, 10,000 miles only, as new, spare unused, heater, Underseal, taxed, £640.—Owner, Laburnum 4867. [19502]

1950 Wyvern saloon, finished in Cresta 2 colours, £395.—Autospins, 5, Balham 1226-2-A.Z. Mat. 4723. [C1011]

1954 Wyvern, 8,500 miles, heater, excellent condition; £645.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. [C5045]

1954 model Vauxhall Wyvern, heater, one owner; £625.—A. Owen (Hendon), Ltd. Tel. Col. 5185. [19549]

1953 Vauxhall Wyvern saloon, empress blue and blue leather, fitted heater, fog lamp, windscreen wiper, 10,000 miles, exceptional condition; £625.—A. Owen (Hendon), Ltd. Tel. Col. 5185. [19549]

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1036]

1953 Vauxhall Wyvern radio, heater, one owner, exceptionally good condition; £625.—Norritonways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C5026]

1952 Vauxhall Wyvern, one owner, low mileage, £595, hire purchase and part exchanges welcome.—Herbert & Sons, Church Rd., Ashford, Middx. Tel. 2960. [C2055]

£695—1955 Vauxhall Wyvern saloon, fitted heater and radio, one owner, immaculate.—La Gres Elers, 107-9, Old Brompton Rd., South Kennington, S.W.7. Ken. 2477. [C2055]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL WYVERN

1953 (April) Vauxhall Wyvern, heater, loose covers, with minor blemishes, very good condition; £595.—Mayday Motors, Ltd., Mayday Rd., Croydon. Thornton Heath 3475-4-5. [C5643]

345 ins.—Vauxhall Wyvern 1949 saloon, black, fawn 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1954 Vauxhall Wyvern, grey, heater, loose covers, wing mirrors, Undersigned, 5,000 miles unblemished, belonged to an enthusiastic owner, regularly maintained; £695, with written guarantee; terms, exchanges, trade enquiries welcomed.

HAROLD SIMONS, LTD., 397/401, High Rd., East Finchley, N.2. Finchley 0052-3-4, any time. [C4065]

Vauxhall Wyvern Cars Wanted
ALMOSI new Wyvern required immediately—54, Streatham Hill, S.W.2. Tulse Hill 276. [W3016]

VAUXHALL VELOX

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Hillside 6621, offers:—

1954 Vauxhall Velox, black, brown upholstery, windscreen washer; £695.

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C5042]

CAR MART, Ltd., 1212, Euston Rd., London, N.W.1. Euston 1212. [C1039]

ELITE MOTORS, offer:—

1954 Vauxhall Velox saloon, black/red, heater, speedometer reading 17,000 miles, the whole car without blemish; £685.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway, Tel. Balham 1200 (20 lines). [C2005]

AUTOMOBILIA, Ltd., offer:—

1950 (June) Vauxhall Velox 4-door de luxe saloon, silver grey, red leather, heater, excellent condition; £435.—Automobile, Ltd., Pippbrook Garage, Dorking 4304. [C1069]

H. A. SAUNDERS, Ltd., offer:

1954 Vauxhall Velox saloon, grey, grey-red up-holstery, heater, etc.; £695.

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027]

CHIPSTEAD MOTORS, Ltd., offer:—

VAUXHALL Velox, 1953 model, immaculate in green, low mileage, many extras, one owner; £625.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7255/7154. [C1046]

WARWICK WRIGHT, Ltd., offer:—

1953 (April) Vauxhall Velox saloon, green with green upholstery, fitted radio and heater, 12,000 miles; £695.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

1949 Vauxhall Velox; £425.—Below.

1950 Vauxhall Velox; £465.—Below.

1953 Vauxhall Velox; choice of two, from £640; 15 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hove. Montague 5228 and 5774. [C4054]

HENDON CENTRAL GARAGE, Ltd., offer:—

1949 Vauxhall Velox saloon, fitted radio and heater, very good order throughout; £625.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034]

PHENIX MOTOR CO. (SURREY), Ltd., offer:—

1954 Vauxhall Velox, blue, fitted heater, one owner, 25,000 miles; £695.

PHENIX MOTOR CO. (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey. Vigilant 1121. [C5044]

VAUXHALL Velox, black, one owner, heater, immaculate; £449.

SEE us at the Hendon show.—Jack Pogner (Autos), 509, Hendon Way, N.W.4. Tel. 6011-2. [C3065]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1951 Vauxhall Velox, one owner; £395—555, High Rd., Wembley. Middx. Tel. Wembley 4422. [C4019]

1950 Velox, black; £450.—Smith & Hunter, 571, Kensington High St., W.14. Tel. Western 2312. [C1045]

1952 (October) Vauxhall Velox, blue, heater, excellent condition throughout, taxed year; £560.—L.F. Dove, Ltd., Guildford Rd., Woking 1282. [C1019]

1949 (October) black saloon, heater, link; £500.

1953 Vauxhall Velox saloon, black with brown leather upholstery, heater; £995; £199 deposit.

MCLAREN & COX, Ltd., 922, High Rd., North Finchley, N.12. Tel. Hillside 9553. [C5063]

1955 Vauxhall Velox saloon, grey, virtually new; £1000.

1955 exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010]

1950 Vauxhall Velox, heater, really looks as new; £445.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2069]

1955 (Feb.) Velox, red, heater, clock, screenclean required.—Goli's Garage, Ltd., Earls Court, F.S.W.5. Fremantle 6373. [C10425]

£635!!!—**GIFT:** 1953 Vauxhall Velox, only one owner since new, recorded mileage 20,000, fitted extras worth £100; absolutely irreplaceable bargain.—Below.

LAMBS OF WOOD GREEN (Est. 1897).—100 guitars, 100 guitars, exchange hire purchased 1941-48, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. [C2052]

The Autocar

VAUXHALL VELOX

1951 Vauxhall Velox saloon, black, one owner, radio, engine fitted 1954, very good; £545.—Thunderbird Garage, Ltd., Thunderbird, Beckenham, South Benfleet 2222. [C2019]

1952 Vauxhall Velox, blue/grey, heater; £525; exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022]

1954 Vauxhall Velox, one owner, immaculate condition, 10,000 miles, quality tested, guaranteed; £710.—Overland Garages, Staines Rd., Bedford Ashford, Middx., 2523. [C1945]

1954 (March) Vauxhall Velox saloon, beige, radio and heater, one owner, genuine 11,000 miles, as new; £675.—Gibsons Sports Cars (Christchurch), Ltd., Tudor, Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [C1045]

1955 (series) Velox saloon, pebble grey, £540 teed; £710.—Overland Garages, Staines Rd., Bedford Ashford, Middx., 2523. [C1945]

1949 Vauxhall Velox, blue, brown hide, condition must be seen and tried to be appreciated; £395; exchanges, deferred terms.—John S. Morris, Ltd., 175, Westbourne Grove, London, W.B. 4274. [C4035]

1954 Vauxhall Velox, black/red, heater, recommended by overseas visitors, mod. low mileage; £695.—L. H. Ledger, Cumberland Hotel, Marble Arch, W.I. Ambassador 1234 or Temple Bar 0643. [C1924]

1953 (March) Vauxhall Velox saloon, one private owner, finished attractive gunmetal grey, leather seats, fitted radio and sunroof; £695, with written guarantee.—Motorists' London, Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018]

Vauxhall Velox Cars Wanted
ALMOSI new Velox required immediately—54, Streatham Hill, S.W.2. Tulse Hill 276. [W3016]

VAUXHALL CRESTA

1955 Vauxhall Cresta, cars, parts, mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. [C1006]/[C1007]

1955 Vauxhall Cresta saloon, quite new, grey; £540.—A. G. Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010]

1955 Cresta, finished duo green with extras, 3,000 miles, exactly as new; £885.—Morley, 54, Streatham Hill, S.W.2. Tel. 4488. [C5016]

VAUXHALL Cresta, fitted overdrive, many extras, indistinguishable from new; £895.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. [C3006]

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SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4—6, Berkeley Sq., W.1. Grosvenor 4328. [C1018/R]

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1953 Vauxhall Wyvern, grey, red interior, spot lights and heater, 20,000 miles; only £625.

1953 Vauxhall Velox, black, brown interior, heater, radio, etc., condition excellent; £645.

1952 Vauxhall Velox, black, beige interior, heater and seat covers; £575.

1948 Vauxhall 12, black, brown interior, body and mechanical condition perfect, tyres as new; £625.

ALWAYS a good selection of used Vauxhalls in stock.

H.M.L. will purchase for cash all Vauxhalls cars, including latest models.

[C2022]

VAUXHALL and other makes of used cars in good condition; let us know your requirements.

Uxbridge 6342-5—Gregory's of Uxbridge. [C0939/R]

GRAHAM BROTHERS (MOTORS), Ltd., main Vauxhall dealers, 7-15, Peter St., Manchester, 2 for quality cars, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 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1002, 1003, 1004, 1005, 1006, 1007, 1008, 1009, 1010, 1011, 1012, 1013, 1014, 1015, 1016, 1017, 1018, 1019, 1020, 1021, 1022, 1023, 1024, 1025, 1026, 1027, 1028, 1029, 1030, 1031, 1032, 1033, 1034, 1035, 1036, 1037, 1038, 1039, 1040, 1041, 1042, 1043, 1044, 1045, 1046, 1047, 1048, 1049, 1050, 1051, 1052, 1053, 1054, 1055, 1056, 1057, 1058, 1059, 1060, 1061, 1062, 1063, 1064, 1065, 1066, 1067, 1068, 1069, 1070, 1071, 1072, 1073, 1074, 1075, 1076, 1077, 1078, 1079, 1080, 1081, 1082, 1083, 1084, 1085, 1086, 1087, 1088, 1089, 1090, 1091, 1092, 1093, 1094, 1095, 1096, 1097, 1098, 1099, 1100, 1101, 1102, 1103, 1104, 1105, 1106, 1107, 1108, 1109, 1110, 1111, 1112, 1113, 1114, 1115, 1116, 1117, 1118, 1119, 1120, 1121, 1122, 1123, 1124, 1125, 1126, 1127, 1128, 1129, 1130, 1131, 1132, 1133, 1134, 1135, 1136, 1137, 1138, 1139, 1140, 1141, 1142, 1143, 1144, 1145, 1146, 1147, 1148, 1149, 1150, 1151, 1152, 1153, 1154, 1155, 1156, 1157, 1158, 1159, 1160, 1161, 1162, 1163, 1164, 1165, 1166, 1167, 1168, 1169, 1170, 1171, 1172, 1173, 1174, 1175, 1176, 1177, 1178, 1179, 1180, 1181, 1

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BRADSTOCK MOTORS, Ltd., Volkswagen agents, require good used Volkswagens urgently.—Chase Rd., Epsom 5896-7. [CW1050]

V & F MONACO MOTORS—The Volkswagen players, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414.

[0300/R]

Volkswagen Spares and Service

COLBORNE GARAGE, Ltd., Ripley, Surrey.

GENUINE Volkswagen spares; 24-hour postal service; technical service available.—Tel. Ripley 2361.

PRIDE & CLARKE, Ltd.—"By return" Volkswagen spares service.—Stockwell Rd., S.W.9. [0365/R]

6251.

MOONS MOTORS, Ltd., at their Davies Street (Mayfair 2361) and Dorset House (Wellbeck 7980) branches have factory trained mechanics and offer you full service with repairs and parts facilities. [0355/R]

V & F MONACO MOTORS—Volkswagen spares, insurance repairs, reconditioned engines; insurance repairs, conversions to R.H.D.; all Volkswagen accessories stocked.

V & F MONACO MOTORS—The Volkswagen specialists.—6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. [0295/R]

R PAIRS (Supervision Mr. Tarrant, Diploma, VW Works); seat covers £5; Speed Twin carburettor conversion giving astonishing acceleration; greater maximum speed, £48; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.5. Pri. 2641. [B4100]

WOLSELEY

EUSTACE WATKINS, Ltd., the sole London distributor, 9000 miles.—1954 Wolseley 4/44, metallic green; another, 14,000, 1953.

1952 excellent condition.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. Mayfair 5985, 599. London Rd., Croydon, Thornton Heath 4223, or 12, Chelsea Manor St., S.W.3. Flaxman 8181. [C4046]

CAR MART, Ltd.

1952 Wolseley 6/80 saloon, heater, grey with brown upholstery; £525. [C1039]

CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6509. [C1039]

NEWNHAMS, Ltd.

1953 Wolseley 6/80 saloon, one owner, exceptional condition; £625. [C3024]

NEWNHAM HOUSE, 135-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024]

BOON & PORTER, Ltd.

1952 (Sept.) 6/80 saloon, grey, one owner, heater, carefully serviced, 25,600 miles, excellent, guaranteed; £498. [C2022]

CASSELNAU, S.W.13 (Hammersmith Bridge), Riv. 4444. [C1022]

B. J. HUNTER, Ltd., offer:—

1953 Wolseley 4/44 saloon, most superior condition; £725.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6205. [C2040]

H. BEART & Co., Ltd., offer:—

1951 (December) Wolseley 4/50 saloon, grey, brown upholstery, one owner, nominal mileage; £545.—102, London Rd., and High St., Kingston-on-Thames. Kingston 5348. [C1081]

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

Wolseley 14, £295; 1950 Wolseley 18, £145.

355, High Rd., Wembley, Middlesex. Tel. Wembley 4422. [C4015]

1948 series Wolseley 18, just had engine overhaul; remarkable value; £275.—A.Z. Motors, 100, Palmerston Rd., N.W.6. Tel. 4722. [C1011]

L.Y.N.E. FRANKE & WAGSTAFF, Ltd., Tottenham Lane, Crouch End, N.8. Mountview 4401, offer:—

(Feb.) Wolseley 6/80 saloon, black, one owner, radio, £700. [C2058]

WOLSELEY

CHIPSTEAD MOTORS, Ltd., offer:—

£365—Sept. 1946, Wolseley 14hp, immaculate, in black, heater, reboared etc., open top, £625.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/723/7154. [C1046]

1955 (May) Wolseley 4/44 saloon, grey, heater and screen washers, 2,500 miles; £890.—[C441] Wargrave 114.

1955 (October) Wolseley 12 saloon, in really excellent condition; £245; terms, exchange.—Newbury Cars, Muswell Hill, N.W.3. Tudor 5394. [C354]

1951 (July) Wolseley 6/80 saloon, black/brown, exception; ally, nice condition, good tyres, bargain; £495.—Dorking Motor Co., Ltd., Dorking 2256. [C1045]

1954 (July) Wolseley 4/44, regd. July 4,000 miles, radio, heater, very early car, as new, 275.—A. Owen (Hendon), Ltd., Tel. Col. 3845. [C1951]

G & M ALFREDS (1956), Ltd.—1953 Wolseley 6/80 saloon, heater, one owner, small mileage; £555.—6-7, Warren St., W.1. Euston 5268. [C1005]

£745—1954 Wolseley 4/44 saloon, one owner, immaculate.—Le Griez Eliers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055]

6/80 1952 cream saloon, one owner, only 17,000 miles, company maintained, definitely faultless and much better than many 1953s, private sale; £550 cash.—W.M. 1420 evenings. [C316]

1953 (September) Wolseley 12 de luxe saloon, '47 features, reconditioned, terms fitted; £225; exchange terms.—Palmers, 3, Russell Gardens, Mews, Kensington, W.14. Park 9704 and 5968. [C3034]

1955 (February) Wolseley 4/44 saloon, black, brown interior, first registered Nov. 16, 1954, heater, fog lamp, tax'd. Dec., one private owner, mileage 15,000, showroom condition; £745. [C1045]

MACKINNON MOTORS, Ltd., "Langham House", 5, Stamford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C2020]

1955 (February) Wolseley 4/44 saloon, 5,000 miles; £795.—British & Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, London, W.C.2. (Adj.) Leicester Square Tube Station.) Temple Bar 5550. [C1021]

1946 (Nov.) Wolseley 8 4-door de luxe saloon, engine overhauled at our own works, bodywork unmarked, sun roof, black, brown leather interior; £395.—Hillwood Motors, Mill Hill, (Tube), 0432. [C1919]

1954 (delivery Nov. 1953) Wolseley 6/80 saloon, grey heater, radio, loose covers, tax'd. year, mileage 14,000 only, spare unused; £655.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011]

Wolseley Cars Wanted

R

S ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Wolseley.—Hampstead (Tube), N.W.3. Ham 6041. [C4015/R]

WOLSELEY 12/48, in excellent condition throughout.—79, Brixton Lane, Caterham, Tel. 2692.

PRIVILEGELY owned Wolseley—5, Bras Court, King's Hill, Surrey. Tulse Hill 2768. [C2037]

A LMOST new Wolseley required immediately—54, Streatham Hill, S.W.2. Tulse Hill 2678. [C3016]

WOLSELEY 6/90 saloon, required, colour preferred—“Greenways,” 81, Alresford Rd., Winchester. [C1010]

JACK ROSE, Ltd., require immediately 4/44 Wolseley cars.—Stafford Rd., Wallington, Surrey. Tel. 6677. [C2036]

XXX Excellent cash prices for good Wolseley cars.—H. P. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

Wolseley Spares and Service

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3. (Flaxman 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines. [C2027/R]

Wolseley Spares and Service

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7853-4. [C0485]

WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240. [C1070/R]

R. HARDY & SON, 55, Marylebone High St., W.1. Experienced for nearly a century; complete overhauls and coachwork our specialty; exchange engine units; spares and accessories.—Tel. 1101. [C0317/R]

MISCELLANEOUS CARS

RAYMOND WAY.

RAYMOND WAY, the hire purchase specialists, 300 cars available mostly under £400; 6 months' written guarantee on post-war cars, 5 months on pre-war cars.

We can quote the most competitive prices obtainable for our huge turnover. Every vehicle is plainly marked with price and date. Unique hire purchase terms from one-third deposit, balance £4 months. We are exchange specialists and we willingly buy your car, 3-wheeler, motor cycle or van. Hire purchase payments insured against unemployment or if you leave us. Open 9 a.m. to 5 p.m. daily.—Raymond Way, Kilburn, N.W.9. Maida Vale 6044. [C0329/R]

HARVEY HUDSON, Ltd., offer:—

1953 Vauxhall Velox, blue, heater, one owner, outstanding condition; £635.

1954 Vauxhall Wyvern, blue, radio, heater, one outstanding condition; £635.

1954 Morris Cowley saloon, black, heater, loose covers, 5,000 miles, immaculate condition; £675.

1954 Austin A40 Somerset saloon, black with red upholstery, heater, one owner; £595.

HIGH RD., Sth. Woodford, E.18. Wanstead 0056. [C2059]

R. OBBINS, 28, Upper Richmond Rd., Putney, always sell good cars; send for list; established 34 years. [C3010/R]

MAKIN & HARRISON of Chiswick.—Good selection of popular cars; exchange specialists; motor cycles, commercial vehicles, etc.; h.p. terms to suit your pocket.—Write, phone or call and suggest your own requirements. 492-6, High Rd., W.4. Chiswick 0558. Open week-days until 7 p.m. [C3071]

Miscellaneous Cars Wanted

R

S ROWLAND SMITH'S, the Car Buyers.—Highest cash prices.—Hampstead (Tube), N.W.3. Ham 6041. [C4015/R]

CASH for cars.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul 2767. [C2024/R]

If you wish to sell your car for cash write, 'phone or

GEOERGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [W2023/R]

GOOD used cars wanted, any make or h.p., immediate cash.—Traynor Motors of East Ham Grange 2530. [W4052]

MAKIN & HARRISON of Chiswick.—London's top price buyers of good popular cars; H.P. a/c, get best prices. 492-6, High Rd., W.4. Chiswick 0558 and 2619. Open week-days until 7 p.m. (Thursday 1 p.m.). [W2071]

AMBULANCES

AMBULANCES, new and used; large selection; from £100 to £500.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022]

MOBILE CANTEENS, KITCHENS, ETC.

MOBILE shops, canteens, kiosks, vehicles and trailers, new and used large selection.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2223. [M2022]

MOTOR HEARSES

1927 (Nov.) 40/50 Rolls-Royce hearse by Dotted, £100 to £500.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022]

GEOERGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C1023]

HEARSE, HEARSE, HEARSE.—Alpe & Saunders (Coachbuilders), Ltd., Station Approach, Kens Gdns, Richmond 1161.

WE build hearses on any chassis; brochures available. [M1102]

This section closes for press at 12 noon on Fridays

COMMERCIAL VEHICLES

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam, Commer.

1952 Morris J-type 10cwt J type van, in immaculate condition, tyres almost new, including spare, one owner, taxed, unwritten, just painted dark blue; £295.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [C3080]

H. BEART & Co., Ltd., offer:—

1954 Morris Commercial 10cwt J type van, one owner, very good order; £365, also 1952.

1950 J type van, one owner; £235.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3345. [C1081]

1951 (Aug.) Standard 12 utility truck; £65.

1948 Austin 25cwt 3-way loader; £195.—Montrose Motors (N. H. Boswell), 91-95, Epsom New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3082]

1954 A40 van, green, unwritten; £365.—Below.

1953 Ford 5cwt van, one owner, as new; £265; 3 months' guarantee; terms and exchanges.—JACK WILLIAMS MOTORS, Ltd., 189, Priory Rd., Hornsey. Mountview 5228/5774. [C4054]

1955 Austin A40 Pick-up; negligible mileage.—Sidney Marcus, Ltd., 53, Sloane St., S.W.1. Tel. Belgrave 3721. [C3096]

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

Wolseley 8 van; £195; 1949 Austin A40 Countryman type, £265—355, High Rd., Wembley, Middlesex. Tel. Wembley 4422. [C4015]

CHIPSTEAD MOTORS, Ltd.—See "Rolls-Rover" column.

1955 Ford Thames 5cwt van, finished duo-tone, many extras; £445.—Below. [C1046]

1954 Ford, Thames 10cwt van, 17,000 miles, one owner; £345.—A. Owen (Hendon), Ltd., Tel. Col. 3185. [C1070]

BUNTINGS MOTOR EXCHANGE for light commercials, all makes; Bradford specialists; list on request.—Buntings Lane, Harrow. Tel. 6225-6. [C2034/R]

£365—1953 model Austin A40 pick-up, unmarked, low mileage, one owner, as new.—Haverstock Garage, 50, Haverstock Hill, N.W.5. Gulliver 2422. [C1046]

1949 (October) Austin 25cwt 3-way van, plain. £265.—1950 M.M. 25cwt 3-way van; £265; exchanges; terms.—Palmers, 3, Russell Gardens, Kensal Green, W.14. Park 9704 and 5968. [C3034]

£395—1955 Morris 25cwt van, 22,000 miles, exceptional condition.—Le Griez Eliers, 107-9, Old Brompton Rd., West Kensington, S.W.7. Ken 2471. [C2055]

NEW Thame 10cwt van.—Arthur E. Gould, Ltd., 290-2, Regent St., W.1. Langham 1594-5. [C102/R]

G & M ALFREDS (1956), Ltd.—1955 Ford 5cwt van; £155; 1951 Ford 10cwt van; £155. [C1045]

1955 Austin A40 5cwt van, 5-rail, superb; £375. [C1006]

1954 Ford 5cwt van with windows, make unknown; £300.—Below. [C1046]

1953 Ford 5cwt van, 1947/1953; from £175.—Terrace Garage, 10, Tulse Hill, London SW.19. [C1010]

1955 Ford Thames 5cwt van, quite new, also 1954 10cwt. Minor ½ ton van, 3,000 miles, exchanges, etc.—Autoworx, Ltd., Southgate St., W.10. Tel. 4965. [C1047]

ROVS AUTOMOBILES, Ltd., offer the following plain vans and pick-ups: 1954 Ford 10, £315; 1955 Ford 8, £245; 1954 A40, £250; 1951 Ford 5, £185. [C1055]

1949 Ford 10, £185; 1949 Morris 10, £185; 1947 Austin 7, £165; 1948 Morris 8, £165; 1947 Ford 8, £165; 1947 Ford 5, £105; 1952 A40 Pick-up, with tiller, £355; 1951 A40 Pick-up, £250; many others from £100.—Tel. or call, 127, Parkway, N.W.1 (nearest Tube Camden Town Station); Euston 2700 and 5994. Easiest terms. Trade enquiry welcomed. [C3059]

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ROVS always good buyers of vans and utilities.—

127, Parkway, N.W.1 (nearest Tube Camden Town Station); Euston 2700 and 5994. [W3059]

NEW & USED CARAVANS, TRAILERS, ETC.

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LONDON CARAVAN Co., Ltd., one of the world's largest and oldest established distributors and agents for the leading makes of National Caravan Council approved caravans; R.A.C. approved sites at Elstree and Birchington-on-Sea—if you cannot call, please write or phone for full information now to our head office at Elstree, By-Pass, Elstree (1101 and 1364), or Court Mount, Canterbury Rd., Birchington-on-Sea. Thameet 41657.

BURLINGHAM new 14ft 4-berth, choice of layout, hand made, £595; modern hire fleet available.

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THE HINDHEAD CARAVAN COMPANY, Hindhead. Survey, specialize in touring models to meet all requirements, large selection can be seen at our site adjacent to the Devil's Punchbowl beauty spot, caravan or caravans for hire, service, spares, accessories, sales service backed by our well equipped workshops, winter storage, open 9 a.m. to dusk seven days a week.—Call write (Dept. B), or phone Hindhead 1001. [7912]

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ST. ALBANS CARAVAN CENTRE, Ltd., Park St., near St. Albans. Tel. Park Street 2291-2 (on A5).—Agents for Berkeley, Paladin, Travelmaster, Alperson, any known make; also good selection of second-hand caravans always in stock; call, write or phone. [0545/R]

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WINSOME Wizard 4-berth caravan, luxury fittings, unused, cost £600; except £275.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [IM2020]

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SPECIALISTS in high-class caravans for long periods, even rates quoted; immediate delivery all areas United Kingdom; distance no objection.

NEWTOWN Rd., Cardiff. Tel. Cardiff 45551. [0163/R]

MODERN touring caravan fleet, 2 to 5 berths.

Mlowest rates.—Vanmaster, 20, Ongar Rd., Great Dunmow. Tel. 7. [4697]

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ALSO mobile fleet, lightweight 4 berths, proprietary.

MARTINS CARAVAN Co., Ltd., Countess Weir, Exeter. [5909]

HIGH-CLASS mobile caravan hire fleet, latest models, specialised services.—Pendower Caravans, Westfield Rd., Bishop's Stortford. Tel. 501. [0978/R]

CARAVAN ACCESSORIES

CAR makers approve Witter towing brackets.—Witter, 154, Foregate St., Chester. [0570/R]

TOwing brackets, over 100 designs from stock.—B. Dixon-Bate, Ltd., Chester. Tel. 24054. [0376/R]

CARAVAN EQUIPMENT

HOLDER GRAISELEY caravan chassis, ball coupling, jockey wheel, etc., sound design and superior workmanship. The Holder Chassis Co., 345, Wolverhampton Rd., Heath Town, Wolverhampton. [0441/R]

WORTH caravan and trailer, chassis, undergears, couplings, jacks, jockey wheels and all component parts; write for lists.—Jerry Wadsworth & Sons, Ltd., Ripponden, Yorkshire. [0695/R]

TRAILERS

AREALLY fine trailer to cope with about 10cwt; reasonable offer.—Westbourne 61276. [C4023]

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SWANMORE GARAGE, Ltd., 1176-1180, Christchurch Rd., Boscombe E., Bournemouth. (Tel. Southbourne 43544.) [N4024]

RAYMOND WAY, the hire purchase specialists.

RAYMOND WAY for your new A.C. Petite; immediate delivery on payment of £5 deposit, choice of colours; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044. Open to 8 p.m. 6 days a week. [0777/R]

AC, Ace, Aceca and 2-litre saloons; immediate or early delivery; demonstrations anywhere; exchanges welcomed.

RUDDS OF WORTHING, distributors, adjacent Central Station, Worthing. 7775-4. [0440/R]

JOHNSON & BROWN, distributors for A.C., Ace, Aceca and 2-litre saloons; early delivery.—265/270, High St., Bromley. Ravensbourne 8841-2. [N2073]

PRIDE & CLARKE, Ltd., A.C. Distributors; all models part exchanges and demonstration exchanges welcomed; one-third deposit secure delivery, balance over 2 years.—Stockwell Rd., S.W.9 (Brixton 6251) and 237, Brixton Hill S.W.2. Tel. 3664. [N3066/R]

ALFA-ROMEO

SMORRIS & Co., sole London distributors, 40, Conduit St., W.1. Regent 0424, 6 lines. [0194/R]

TOMSON & TAYLOR (BROOKLANDS), Ltd., sole concessionaires United Kingdom.—Portsmouth Rd., Cobham 2848-9.

ALLARD

ALLARDS MOTORS, Ltd.—Main distributors for all Models, Spares and Service.—Acre Lane, Brixton, S.W.2. Brixton 6451. [0442/R]

ALVIS

CCHARLES POLLETT, Ltd.—Alvis repair specialists.

OFFICIAL Alvis spare parts stockists.

TRADE supplied.

SERVICE—Barndale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7. [0307/R]

MANCHESTER—Alvis main agents, sales and service.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, M.19, Rus. 2574/5. [0625/R]

GALT & GUNNISON, Stockholders, can offer Alvis T.C. 21/100 saloon, subject to test and unsold; reserve your new Alvis now; contact us at once.

JAMES H. GALT, LTD., 52, Woodlands Rd., Glasgow, C.S. Tel. Douglas 7598. [0731/R]

H. A. FOX & Co., Ltd., appointed official retailers for Alvis cars, will be pleased to receive enquiries and orders for all models.—3-5, Burlington Gdns., Old Bond St., London, W.1. Regent 8822. [0137]

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SEE and try the new 1955 Armstrong Siddeley Sapphire range together with the magnificent new 7-passenger limousine, at Farnham Rd., Thames Ditton, Surrey. Enquiries 414-5. [N4048]

CLARKE'S OF FIREBRIGHT for the Sapphire, 24-hour service, Guildford and Woking districts.—Firebright, Surrey, Brookwood 2301-2. [N1049]

PASS & JOYCE, Ltd., 27, Peter St., Manchester, 2.—Armstrong Siddeley distributors for Lancashire and part Cheshire. Tel. Deansgate 6157. [0603/R]

MIDDLESEX MOTORS (HARROW), Ltd., Armstrong Siddeley Stockists.—Immediate delivery of Sapphire, part exchanges.—Station Rd., Harrow. [0205/R]

PASS AND JOYCE, Ltd., England's largest distributor for the new superb Armstrong Siddeley Sapphire.—184-188, Old Portland St., London, W.1. Museum 1001. [0711/R]

WALTER SCOTT, Ltd.—New Sapphire from stock; part exchange on M.P. 35, College Green, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5914. [N4006]

CHEAM MOTOR & ENGINEERING CO., Ltd. Area Dealers for Armstrong Siddeley.—Demonstrations, spares and service.—Ewell Rd., Cheam, Surrey, Vigilant 0157.

ARMSTRONG SIDDELEY

LYTTELTON GARAGE, Ltd.—1955 new Sapphires from stock; part exchanges, h.p. terms, after-sales service, repairs.—Hampstead Garden Suburb. Speedwell 3500 and 3350. [0192/R]

WILLIAM RICHARDS (BECKLEYHEATH), Ltd., Beckleyheath area dealers; immediate delivery of Sapphire; part exchanges.—74-78, Broadway, Beckleyheath, Kent. [0162/R]

CENTRAL GARAGE (GROYDON), Ltd., main agents for Armstrong Siddeley cars for Groydon and Caterham; Sapphire available for demonstration.—Fell Rd., Croydon. Tel. Croydon 7464. [N1096]

WILSONS. "The Enthusiastic Owner-Agents." Immediate delivery all models. See our 1955 "Sapphire" show and have a demonstration run at any time (including Sundays) at 1-5, Beckleyheath, Kent. Tel. Beckley 3500 or 34, Acre Lane, S.W.2. Brixton 4011. Quick delivery and "Service that Excels." [N4065/R]

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BERKELEY MOTORS, Ltd., main dealers.

AMERICAN error occurred in our displayed advertisement on July 29th, in which our distributive area was wrongly designated. We would like all our customers to know that we are an independent dealer of Aston Martin products. Customers in Gloucestershire, North Wiltshire; Somerset; Devonshire; Cornwall; Glamorgan; Monmouthshire; Pembrokeshire and Carmarthenshire.

BERKELEY MOTORS, Ltd., Berkeley Ave., Bristol, Tel. Bristol 22514. [19223]

AUSTIN

IMMEDIATE delivery DB2-4 saloon, green/beige.—Old Windsor, Windsor 2002-3. [0761/B]

ORGANS OF OXFORD, three counties distributors, demonstrator in stock, very early delivery ensured.—E. H. Organ & Sons, Ltd., Banbury Rd., Oxford. Tel. 59613-4. [0105/R]

AUSTIN

DOVE, Ltd., main dealers and distributors, Croydon & District, 115, Addiscombe Rd., Croydon. Tel. Addiscombe 3066. [N1077/R]

CM

THE CAR MART, Ltd., Austin London Distributors, invite you to inspect the full range of Austin cars that are always available at their showroom and garage in the London area.—297, Euston Rd., N.W.1. Euston 1212. [0151/R]

GATEHOUSE offer:

EARLY delivery of Austins, all models.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [N2021]

HAWTHORN MOTORS, Ltd.

PLEASE your order now for earliest delivery of all P models, part exchanges; deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, S.W.17. Wim. 3031-2. [N4006]

ROWLAND SMITH'S for Austin.

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead, N.W.3. Hampstead 8041. [N4018]

KDM & CHERINGTON, Ltd., 9, Albermarle St., London, W.1. Gro. 5551. [N2054/R]

IMMEDIATE delivery Austin A30 2-door saloon.—Vidler, 45, Crawford St., W.1. Pad. 4915. [0850]

HERBERT & MILLS, Ltd., Austin A30 early delivery.

75, Old Portland St., W.1. Langham 3506-7. [N2056]

AUSTIN direct agents, immediate and near deferred.

—376, Kensington High St., W.14. Western 2512. [N4019]

AUSTIN A30 Countryman for early delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1651. [N4009]

WILLIAM RICHARDS (BECKLEYHEATH), Ltd., Beckleyheath 1668. [N2047/R]

SPRINGFIELD GARAGES, Ltd., direct agents, sales and service, Winchmore Hill Rd., Southgate, N.14. Tel. 5576-7, evenings. Pal. 8974. [0272/R]

AUSTIN

AUSTIN A30 grey, available from stock.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [N4019/R]

WILSONS AUTOMOBILES & COACHWORKS, Ltd., for favourable delivery all Austin models, including light commercials.—34, Acre Lane, London, S.W.2. Brixton 4011. [N4085/R]

IMMEDIATE delivery new Austin Princess limousine.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. (Adj.: Leicester Square Tube Station.) Temple Bar 3588. [N1027]

BRITAIN and back—"Austin without purchase tax"; overseas residents receive immediate airmail reply to enquiries. Export Department, State Griffiths, Ltd., opposite North Entrance to London Airport, England. [0467]

PRINCESS saloon, A90, A50, A40, A30 and all commercial models.—Prynn & Stevens, Ltd., the South London Austin Depot, 57, Acre Lane, S.W.2. Repairs and service to Austin exclusively. Brixton 11562.

LANKESTON ENGINEERING Co., Ltd., 23-43, Eden Road, Kingsteignton-on-Thames. The Austin main agents; we have most models on view; demonstration cars available; exchanges and deferred terms.—Kingsteignton 1618. [0263/R]

YOU couldn't do better than secure early delivery of the most popular Austin models, A30 2-door and 4-door saloon, A40 and A50 Cambridge, A30 Westminster saloon; ask for your copy of the Austin Jubilee Brochure; current market value for your present car subject to inspection.

FERRARI OF CRICKLEWOOD, N.W.2. Gladstone 2207. Cricklewood Broadway, London, N.W.2. Gladstone 2207. Open week-days 8 a.m. to 6 p.m. [N2006]

MEBES & MEBES, Ltd. (Est. 1893). The Direct Austin Specialist; for past 30 years, offer early delivery, part exchanges, including compensation; part exchange and extended payments; always in stock a number of used Austin cars with B.M.C. warranty.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040.

AUSTIN-HEALEY

BURGE & INGLIS, Ltd.

AUSTIN-HEALEY red; terms, part exchanges, cars or motor cycles.—Dudden Hill Lane, N.W.10. Willesden 4863. [N4017]

HALLS (FINCHLEY), Ltd.

YOUR inspection invited of the new Austin-Healey 100; hard top and sliding windows available if required; colour options, etc.; part exchange.—Odeon Parade, North Finchley, N.12. Hill. 1044. [0534]

CHALES RICKARDS, Ltd., offer:-

NEW Austin-Healey sports for immediate delivery, finished in blue.

56 Baywater Rd., W.2 (next door Lancaster Gate Tube Stn.). 5 mins. from Marble Arch. Pad. 3440. [C3050]

Value cars in part exchange.—Performance Cars, Brentford, Middlesex. Ealing 8841. [N3041]

NEW Austin-Healey 100 2-seater, colour red, immediate delivery from stock.

MARTIN WALTER, Ltd., St. George's Place, Canterbury. (Tel. 4222.) [S245]

LYNE, FRANK & WAGSTAFF, Ltd., Tottenham Hale, Crouch End, N.8. Mountview 4401; offer.—**AUSTIN-HEALEY 100**, finished blue, immediate delivery at list price.

BROMLEY.—For your new Austin-Healey.—Johnson & Brown, 288, 270, High St., Bromley. Ravensbourne 8841-2. [N2073]

HAVE you tried this amazing sports car? If not we shall be pleased to arrange a run for you on our demonstration model; choice of colours from stock.

High Rd., North Finchley, N.12. Tel. Hillside 5572.

NEW Austin-Healey 100 red, black upholstery, immediate delivery.—James H. Galt, Ltd., S.E.2. Woodlands Rd., Glasgow, C.S. Tel. Douglas 7596. [0280/R]

AUSTIN-HEALEY, the production sports car on which extras are standard equipment; buy your Austin-Healey from Donald Healey Motor Co., Ltd., the Austin-Healey specialist; also sole distributors for Le Mans racing cars in the United Kingdom.

SERVICE Donald Healey Motor Co., Ltd., Warwick, London showroom: North Audley House, 42, North Audley St., W.1. [0509/R]

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CAR MART, Ltd.

OFFICIAL retailers offer for future delivery the S series Bentley saloon, demonstration cars available.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212.

GLoucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. [N1039/R]

GROSE, Ltd., Northampton.

OFFICIAL Bentley retailers.

SHOWROOMS and Service.

MAREFAIR, Northampton. Tel. 4540.

DAVID ROSENFIELD, Ltd.

OFFICIAL Bentley and Rolls-Royce retailers.

SHOWROOMS, 38-42, Peter St., Manchester. 2. Didsbury 6774.

SERVICE Station remains at Cheetah Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0560/R]

H. A. FOX & Co., Ltd., officially appointed Bentley retailers and service agents—Showrooms and Head Office, 3-5, Burlington Gdns., Old Bond St., London, W.1. Tel. Regent 8822. [0313/R]

RIPPON BROS., Ltd., the largest Bentley and Rolls-Royce dealers of Great Britain. Bentley and Rolls-Royce cars fitted with special coachwork. Rolls-Royce specialists since 1905. Rippion Bros., Ltd., Huddersfield 7070 (10 lines). [0429/R]

B.M.W.

SOLE concessionaires for the 2-litre Type 501, and 2.6-litre Type 502 8-cylinder model—Frazer-Nash Cars, London Rd., Isleworth, Middlesex. Hounslow 0011. [N2015]

BOND MINICAR

RAYMOND WAY.

GREAT BRITAIN'S largest Bond Minicar distributors. Immediate delivery of all models on payment of 1/4 deposit; your car, motor cycle, 3-wheeler or van welcomed in exchange; special service department staffed by Bond trained mechanics; special cheap insurance rates for Bond. Kilburn Bridge, N.W.6. Maida Vale 6044. Open to 8 p.m. 6 days a week. [0389/R]

ROWLAND SMITH'S for Bond Minicar.

IMMEDIATE delivery family models.

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

BOND 2hp cars from £250 or £27 deposit.—Astons

B of Coventry, Gosford St., Tel. 62421. [0373/R]

WE value cars in part exchange—Performance Cars, Great West Rd., Brentford, Middlesex. 8941.

PRIDE & CLARKE, Ltd., Bond Minicar distributors—all models and colours in stock; one-third deposit secures, balance over 24 months; exchanges welcomed.—Stockwell Rd., S.W.9. Brixton 6251. [N3068/R]

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BORGWARD Hansa sole distributors for Herts and Beds; Isabella 1500 demonstration saloon available; early deliveries; trade enquiries invited—28-30, High Town Rd., Luton, Beds. Tel. Luton 3954-5. [0556/R]

BURNS STATUS GARAGE Ayr 3558—Sole distributors Edinburgh and South of Scotland. 1500 demonstration car available—quick delivery. [0480/R]

SURREY, Sussex and Kent sole distributors for Borgward; demonstration cars available; early delivery new models; 2000cc and 2.6-litre P.F. Fairman Ltd., Horley, Surrey. Tel. 17. [0319/R]

REVIS CAR SALES Ltd., New Rd., Southampton, Tel. 22334, sole distributors for Hants, Dorset and Somerset; demonstrators available; complete range; trade enquiries invited; early delivery. [0596/R]

E & T MOTORS, Ltd., sole distributors for Essex & county and part of East London; literature, demonstration cars; quick delivery; trade enquiries invited—655, High Rd., Leytonstone, E.11. Tel. Leytonstone 4277 and 6351. [0685/R]

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GALT OF GLASGOW, distributors for Scotland for sales, spares and service—52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [0732/R]

BRISTOL in the Western Counties, new and used B models, service and spares; advantageous delivery, no cash down payment—Gordon's Garage, Crucible Motors, The Centre, Bristol. Tel. 25260. [0331/R]

NEW Britoils, all models, largest selection; distributors—obviously Anthony Crook Motors, Caterham Hill, Surrey. Tel. 2232/3, and 14/16, High St., Esher, Surrey. [N1063/R]

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A LIMITED importation of 1955 left-hand-drive Buick models—order now for acceptance.

SOLE Concessionaires: Lendrum & Hartman, Ltd., Buick House, Albermarle St., Piccadilly, London, W.1. Hyde Park 7121. [0326/R]

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CHEVROLET

BRITISH & COLONIAL MOTORS, Ltd., 13-14, Upper St. Martin's Lane (Adj.), Leicester Sq. Tube Stn., W.C.2. Temple Bar 3568. Distributors for London and Home Counties. [N1027/R]

IMMEDIATE delivery new Chevrolet Bel Air 4-door 1.5d. station wagon, Powerglide transmission, etc. heater, British Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (Adj.), Leicester Square Tube Station. [N1027/R]

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AUTOSALES (LONDON) LTD., offer:—

NEW Chrysler Plymouth V.8 and 6-cylinder saloons available, choice of colours and specification; part exchange terms—55-65, Belgrave Rd., N.W.6. Mai 5555-2155. [N544]

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SOLE distributors for the County of London; early delivery—50, Vauxhall Bridge Rd., S.W.1. Vic 2211. [0297/R]

JOHN S. TRUSCOTT, Ltd., official retailers, delivery from stock; it pays to deal with specialists—175, Westbourne Grove, W.1. Bay 4274. [N4035]

GALT OF GLASGOW, distributors for Glasgow and West Scotland, have the latest Citroen cars available for immediate delivery; contact the Citroen agents for sizes and genuine service—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, S.W.1. Tel. Douglas 7598. [0683/R]

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DENHAMS for Daimler.

ALL models available for demonstration.—Tel. A. Esher 2021. PORTSMOUTH Rd., Esher, Surrey. [N1100]

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DORKING MOTOR CO., Ltd., distributors, Daimler Specialists—226 Dorking. [N1088]

SMITH'S MOTORS OF BULWICH for Daimlers—285, Rye Lane, S.E.15. New Cross 0462. [0326/R]

DAIMLER Conquest, silver and maroon.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [N1083]

SIDNEY MARCUS, Ltd., for your new Daimler, accredited agent, first-class after service—35, Sloane Square, S.W.1. Tel. Belgrave 5722. [N1084]

HAMMERSMITH and Chiswick—Daimler official agents, immediate delivery some models; full service facilities—Rogers, Garages, 22, Chiswick High Rd., W.4. Chiswick 6780. [N3054]

D.K.W.

SOLE Concessionaires for the Sonderklasse D.K.W.—Frazer-Nash Cars, London Rd., Isleworth, Middlesex. Hounslow 0011. [N2015]

DODGE

ONE new Dodge Royal 8V saloon de luxe for immediate delivery, two-tone blue, radio, heater and all extras; list price £2,551 2/6.—Station Garage, Paddington Rd., Burnley. Tel. Burnley 7528. [9279]

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FIAT (ENGLAND), Ltd., Sole Concessionaires in Great Britain and Northern Ireland for Fiat cars and Spares. Distributors and Dealers throughout the country. [0276/R]

FIAT (ENGLAND) LTD., Water Rd., Wembley. Tel. Perivale 5651. [0076/R]

H. PAUL, Ltd.

SEE and try the Fiat range of cars; orders accepted for reasonable delivery—32, Bruton Place, Berkeley Square, W.1. Mayfair 0821-2. [N3040]

FIAT 600 in Leicestershire!!

COME to Cox's of Conduit St., Leicester, for your new Fiat; the new 600 is here awaiting your pleasure for trial and demonstration; reasonable delivery assured if you order early.—Cox's Motors, Conduit St., Leicester, Tel. 60319. [N1059]

600 saloon (blue) from stock.—Tarrant & Frazer 100. Winchester Mews, N.W.5. Tel. 6159. [0674]

BLUE STAR GARAGES, Ltd., Rossmore Court, Park Rd., Regent's Park, N.W.1. Pad. 7454. [0686/R]

FIAT 600 and 1100 saloons, immediate delivery—Smith's Motors, Dovercourt. Tel. Harwich 701. [N1001]

BRITAINS OF CRICKLEWOOD, Ltd., 200-225, Cricklewood Broadway, London, N.W.2. Gladstone 2237. Open week-days 8 a.m. to 6 p.m. [N2026]

F. H. PEACOCK, Ltd., main Ford dealers—Sales and service, coachbuilding, insurance—219-221, Balham High Rd., S.W.17. Balham 4401 (5 lines), 104, Foord Rd., Folkestone. Folkestone 51222 (2 lines). [0305/R]

CONSUL convertible black/beige, immediate delivery: cash or terms up to maximum period.—Wilson's Automotives, Mitcham Works, Ltd., 34, Addiscombe Lane, S.W.2. Brixton 4011. [N4054/R]

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Tel. 0638-2-5. offer immediate delivery Consul convertible, black, and Zephyr convertible, Dorchester grey; maximum h.p. terms available, 1/2 down, balance over 2 years. [N1001]

BRITAIN and back.—Fords without purchase required by overseas residents receive immediate all-mail reply to enquiry, Dept. S, Sales Department, Sir Griffiths, Ltd., opposite North Entrance to London Airport, England. [0468]

FRAZER NASH

REQUESTS for literature and information to the manufacturers, A.F.N., Ltd. (Frazer-Nash Cars), London Rd., Isleworth, Middlesex. Hounslow 0011. [N2015]

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OFFICIALLY appointed distributors for this new 3-wheeler for the counties of Middlesex, Essex, Beds, Suffolk, Kent, Surrey, North London district; best quality motorised tricycle in the market; net price from £279/19/2 including P.T.O.; immediate delivery of all colours and models from 1/2 deposit.

RAYMOND WAY, Kilburn Bridge, N.W.8. Maida Vale 6034. Open to 8 p.m. 6 days a week [0944/R]

SLOCOMBE'S, Ltd., Gordon 1976. 3-wheelers; part exchanges; cars, motor cycles, or 3-wheelers.

38-52, Dudden Hill Lane, N.W.10 (near Dollis Hill Underground). Willesden 4669. [N4017]

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AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

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EARLY delivery of the Hillman Minx range and the Hillman Husky.

MARSHALLUGH Works, Kenton. Tel. Wordsworth 7005 (5 lines).

NEW Hillman Estate car; blue with red upholstery, one only for immediate delivery at Henly's Ltd. Somerford, Gloucester 1826. [N1016]

SMITH AUTO CO., Ltd., main dealers for Rootes range—145, London Rd., Croydon. Croydon 2115. [0668/R]

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MAVERICK LTD., Balderton St., W.1. Mayfair 3104/5. Open 9-6, Sat. 9-1. [N2005]

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W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whitstone, N.20. Tel. Hillside 6621, offers:—

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THE FARM GARAGE, Ltd.

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TELEPHONE Epson 1456.

[0063/R]

SHAW MOTOR'S Ltd.

PLACE your order now for earliest delivery of all models; part exchanges; deferred terms; open day and night.—Shaw Motors, Ltd., 666-675, Garratt Lane, S.W.17. Wimbleton 3051-4-5. [N4006]

GORDON CARS (LDN.), Ltd.

NEW Ford Zephyr convertible, blue with blue leather upholstery, fitted heater; £391 7/6.

GORDON CARS (LDN.), Ltd., 26, North End Rd., Golders Green, N.W.11. Speedwell 4701. [0374/R]

ROWLAND SMITH'S for Ford.

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays—Rowland Smith, Farnham (Tube), N.W.5. Hampstead 6041. [N4016]

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NEW Ford Canadian Customline saloons (r.h.d.), with or without Fordomatic drive; immediate delivery.

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RAYMOND WAY, the hire purchase specialists.

FOR your new Ford; delivery on payment of 1/4 deposit; cars, motor cycles and 3-wheelers welcomed in exchange—Kilburn Bridge, N.W.8. Maida Vale 6044. Open to 8 p.m. 6 days a week. [0779/R]

DAVENPORT MOTORS, Ltd., Ford main dealers.

56, Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [N1066]

BLUE STAR GARAGES, Ltd., Rossmore Court, Park Rd., Regent's Park, N.W.1. Pad. 7454. [0687/R]

CONSUL convertible; immediate delivery—Smith's Motors, Dovercourt, Tel. Harwich 701. [N2024]

IMMEDIATE delivery Consul and Zephyr convertible—Shaw Motors, Ltd., 32, Uxbridge Rd., S.5. Ealing 1475. [N3054]

MAPPAIR a West End agent—All new Ford models: drive for yourself a 1955 Zephyr before taking delivery from:

RICOH, Ltd., 25, Albemarle St., W.1. Hyde Park 2552-3. [N3052]

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YOU could do better than secure early delivery of your new Ford Consul, Zephyr or Zodiac; current market value for your present car, subject to inspection.

CRICKLEWOOD, Ltd., 200-225, Cricklewood Broadway, London, N.W.2. Gladstone 2237. Open week-days 8 a.m. to 6 p.m. [N2026]

F. H. PEACOCK, Ltd., main Ford dealers—Sales and service, coachbuilding, insurance—219-221, Balham High Rd., S.W.17. Balham 4401 (5 lines), 104, Foord Rd., Folkestone. Folkestone 51222 (2 lines). [N095/R]

CONSUL convertible black/beige, immediate delivery: cash or terms up to maximum period—Wilson's Automotives, Mitcham Works, Ltd., 34, Addiscombe Lane, S.W.2. Brixton 4011. [N4054/R]

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Tel. 0638-2-5. offer immediate delivery Consul convertible, black, and Zephyr convertible, Dorchester grey; maximum h.p. terms available, 1/2 down, balance over 2 years. [N1001]

BRITAIN and back.—Fords without purchase required by overseas residents receive immediate all-mail reply to enquiry, Dept. S, Sales Department, Sir Griffiths, Ltd., opposite North Entrance to London Airport, England. [0468]

FRAZER NASH

REQUESTS for literature and information to the manufacturers, A.F.N., Ltd. (Frazer-Nash Cars), London Rd., Isleworth, Middlesex. Hounslow 0011. [N2015]

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RAYMOND WAY, Kilburn Bridge, N.W.8. Maida Vale 6034. Open to 8 p.m. 6 days a week [0944/R]

SLOCOMBE'S, Ltd., Gordon 1976. 3-wheelers; part exchanges; cars, motor cycles, or 3-wheelers.

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AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

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EARLY delivery of the Hillman Minx range and the Hillman Husky.

MARSHALLUGH Works, Kenton. Tel. Wordsworth 7005 (5 lines).

NEW Hillman Estate car; blue with red upholstery, one only for immediate delivery at Henly's Ltd. Somerford, Gloucester 1826. [N1016]

SMITH AUTO CO., Ltd., main dealers for Rootes range—145, London Rd., Croydon. Croydon 2115. [0668/R]

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ALPHA MOTORS (CHARLTON), Ltd., for early delivery and complete after-sale service of all Hillman models.—Woolwich Rd., Charlton, S.E.7. Greenwich 1336.

THE NEWTON SERVICE GARAGE for early delivery all Rootes Group models, demonstrations available.—Newton's Corner, Forty Lane, Wembley Park. Opposite Wembley Town Hall. Arnold 5222 (Tube). [0707/R]

HILLMAN Mini saloons, coupes, estate cars, early delivery, exchanges and terms; cars prepared for clients returning to England.—R. S. Mead (Sales), Ltd., 42, Queen St., Maldenhead. Tel. Maldenhead 5451-2. [N3011]

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NORTH London and Hertfordshire distributors, Odeon Motors, Ltd., Barnet 1144. [N3026]

SPINKS (TWICKENHAM), Ltd., the Hudson distributors are now booking orders for early delivery of the new Hudson Rambler and other models.

HUDSON spares and service are available at Spinkins (Twickenham), Ltd., 83-101, Heath Rd., Twickenham, Middlesex. Tel. 4086-6-7-8. [0476/R]

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GLANFIELD LAWRENCE, offer:—

IMEDIATE delivery new Humber Super Snipe, black, red leather.—407, High Rd., N.12, Finchley. [02053]

BARNET area.—Humber main dealers.—Hadley Green Garages, Ltd., 202-204, High St., Barnet 0332. [0412]

HUMBER Super Snipe finished in burgundy.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 5353. [N1063]

HUMBER Hawk.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station N.Z. Tudor 2301-2. [N3018]

CARRIS MOTORS, Ltd.—Humber Hawk and Snipe; early delivery—Lewisham Bridge, S.E.13. Lee Green 5855. [0720/R]

NEW Humber Super Snipe, grey, red upholstery, unregistered, list price, immediate delivery.—Carris Motors, Ltd., Lewisham Bridge, S.E.13. Lee Green 5855. [0937]

PLACE your order now with H. E. Mead (Sales), Ltd., for the new Humber Hawk and Super Snipe for early delivery.—42, Queen St., Maldenhead. Tel. 5451-2. [N3011]

SMITH AUTO Co., Ltd., Main Dealers for Rootes Group, offer early delivery of Super Snipe and Hawk saloon.—145, London Rd., Croydon. Croydon 2115 (5 lines). [0666/R]

BEDFORDSHIRE.—Immediate delivery new Humber Super Snipe saloon in grey with red leather upholstery.—E. J. Lee (Leighton Buzzard), Ltd. Tel. 2172. [N1055]

THE NEWTON SERVICE GARAGE for early delivery all Rootes Group models, demonstrations available.—Newton's Corner, Forty Lane, Wembley Park. Opposite Wembley Town Hall. Arnold 5222 (4 lines). [0707/R]

GORDON CARS (LONDON), Ltd., the specialist Humber dealers, place your order with confidence for reasonable delivery of both Hawk and Super Snipe models now; available in stock. Super Snipe in Alpine mist with red upholstery. [0707/R]

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HENLYS, Ltd., ENGLAND's largest Jaguar distributor.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor Henly) House, 385, Kuston Rd., N.W.1. (Buston 4444.)

MANCHESTER, 1-5, Peter St. (Blackfriars 7843). [0153/R]

HALLS (PINCHLEY), Ltd.

AREA dealers for Jaguar; the new Mark VII type M and XK140 available for inspection; demonstrations arranged; part exchange, h.p. terms.—Odeon Parade, North Finchley, N.12. Tel. 1044. [N563]

ROWLAND SMITH's for Jaguar.

IMEDIATE delivery new Mark VII M saloon, overdrive.

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube). S.W.3. Hampstead 6041. [N4018]

ROSE & YOUNG, Ltd., Jaguar agents.

LET us supply your new model.—Sales and Service, 65-69, St. John's Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [N3057]

COOBES & SONS (Guildford), Ltd., for Jaguar sales and service.

MAIN agent to South West Surrey.—St. Catherine's Garage, Guildford 9269/7. [0244/R]

KJ MOTORS, Ltd., N.W. Kent's leading Jaguar area dealers.—Bromley. Ray 3456. [0228/R]

KDM & CHERRINGTON, Ltd., 9, Albemarle St., W.1. [N2054/R]

NEW Mark VII, black, brown trim, overdrive, immediate delivery.—H. Goodall & Son, Evesham. Tel. 2614. [0767]

HOFFMANS OF LEICESTER, Ltd., officially appointed Jaguar retail dealers, London Rd., Leicester. [N2085]

JAGUAR Mark VII Type M, for early delivery.—D. J. Shepherd (Co. End), Ltd., 436, Herford Rd., Enfield 1631. [N4001]

NEW Mark VII M, dove grey, overdrive, also all models for early delivery.—Sidney Marcus, Ltd., 53 Sloane St., S.W.1. Tel. Belgrave 5721. [N3006]

NEW Jaguars, good deliveries most models in stock main dealers.—The County Garage (M. & H.), Ltd., Lancaster Rd., Morecambe. Tel. 207. [0669/R]

JAGUAR

NEW XK140 fixed head coupe, finished suede green with upholstered seats, much standard engine and chassis; list price, immediate delivery below.

NEW XK140 fixed head coupe, finished pastel green with suede green upholstery, fitted C type engine, radio, overdrive, Michelin X tyres; list price; immediate delivery.—Ashmores, Ltd., Roebuck Lane, West Bromwich 1066. [0199]

FULLER'S OF COOMBE, Jaguar agents, sales, service and demonstrations; part exchanges, hire purchase.—Beverley Way, Kingston By-Pass. S.W.20. Maidenhead 3666-7. [0483/R]

W. J. RICHARDS (BELEXHEATH), Ltd., Jaguar area dealers; early delivery Mark VII saloon, part exchange.—74-76, Broadwater, Belexheath. Tel. 1666. [0194]

1955 New Jaguar XK140 with overdrive, fixed head coupe, finished black with red hide upholstery.—Toby Motors, Regent Rd., Great Yarmouth. [0849 12/27/5]

POWELL MOTORS, Ltd., East London area dealers.—Mark VII M model available for immediate demonstration and inspection.—321, Romford Rd., Forest Gate E.7. Maryland 4818. [0170]

ACLAND MOTOR, Ltd., Weybridge By-Pass, Merton 481-2-3, offers immediate delivery XK140 drop head fourseater coupe, British racing green; maximum h.p. terms available £1 down, balance over 2 years.

NEW Jaguar Mark VII M, Pacific blue, blue upholstery, overdrive, also new Jaguar Mark VII M, black with red upholstery and overdrive; list price.—Joseph Tomlinson & Sons, Ltd., Jaguar Agents, 43-67 Ecclesall Rd., Sheffield. Tel. 20105. [0212]

JEEP

SOLE concessionaires for Willys Jeeps to Great Britain.—Sales, spares—Steele Griffiths, Ltd., London, S.E.5. [02053/R]

JOWETT

JOWETT. DEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. [N2038/R]

KAISER

SOLE Kaiser concessionaires for Great Britain.—Sales, spares—Steele Griffiths, Ltd., London, S.E.5. [02050/R]

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JOHN S. TRUSCOTT, Ltd. for Lancia, 173, Westbourne Grove, W.11. Bay 4274. [N2035]

KDM & CHERRINGTON, Ltd.

SOLE distributors for London, W.1, area retailers throughout U.K.

9, Albemarle St., W.1. Gros. 5551. [N2054/R]

LANCIA—For catalogues and details apply Lancia (England), Ltd., Lancia Works, Alperton, Nr. Wembley, Middx. Tel. Perivale 5656. [0289/R]

JOHN THOMPSON (MOTORS), Ltd., officially appointed retailers for the United Kingdom and distributors for Surrey, Middlesex and London.—91-95, Fulham Rd., S.W.5. Grosvenor 4858. [N4025]

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LOCKHART'S SERVICE DEPOT, distributors for Bedfordshire, offer immediate delivery of the 125mph 2-seater Messerschmitt 2-seater cabin scooter, choice of colours, demonstrators available.—Chiltern Rd., Dunstable 114. [0498/R]

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OFFICIAL Distributors (trades and retail) Mercedes-Benz; earliest deliveries all models.

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WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13, distributors 22, Lancashire & Cheshire, sales, spares, service.—Tel. Ardwick 4361-7. [0265/R]

DAVIES MOTORS, Ltd., official distributors.—Curved roof demonstration car available; early delivery of all models; service and spares facilities.

London D. Staines. Tel. 4211-4. [01060]

MIDLAND Counties distributor; demonstrations of all models.—Carol's Garage Ltd., Wolverhampton Rd., Oldbury, Birmingham. Broadwell 1285/2700. [0176/R]

1955 New Mercedes-Benz 220A saloon, finished grey with brown hide upholstery.—Toby Motors, Regent Rd., Great Yarmouth. Tel. 3273/4.

NEW Mercedes-Benz 180 saloon, grey, maroon interior, immediate delivery, also new Mercedes-Benz 220A saloon, black, maroon interior.—Robbins, East Putney. Tel. 7881. [0310]

NORPOLD, Cambridge & Suffolk distributor for Mercedes cars; demonstration cars available on application to O. G. Barnard & Sons, Ltd., Stowmarket.

GALT OF GLASGOW, main agents, thoroughly recommend these magnificent cars; earliest deliveries, demonstrations.—James H. Galt, Ltd., 152, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7596. [0884/R]

INGLIS AUTOMOBILES OF EDINBURGH, distributors for Scotland.—The latest 1955 models are now available; early delivery, confidential h.p. terms; all the finest sense to see and try these outstanding cars; all sales are backed by an enthusiastic service department with factory trained mechanics, and a comprehensive stock or spares.—67-78, Pitt St., Edinburgh, 3. Tel. Waiverley 5784. [0735/R]

M.G.

EPSOM.

THE WOODCOTE MOTOR Co., Ltd.

M.G. retail dealers.

TELPHONE Epsom 1234.

[0662/R]

ROWLAND SMITH'S for M.G.

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [0408/R]

HAMMERSMITH and Chiswick.—M.G. official agents, early delivery full service facilities.—Hammersmith Garages, 22, Chiswick High Rd., W.4. Chiswick 6780. [0884/R]

MEBES & MEBES, Ltd. (Est. 1893), M.G. specialists, offer rotational delivery of Magnetic saloon and T.F. 1600 saloon, 1600 saloon, part exchange, deferred terms; always in stock a number of second-hand models with B.M.C. guarantee.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [N3054]

MEBES & MEBES, Ltd. (Est. 1893), M.G. specialists, offer rotational delivery of Magnetic saloon and T.F. 1600 saloon, 1600 saloon, part exchange, deferred terms; always in stock a number of second-hand models with B.M.C. guarantee.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [N3054]

MORGAN Plus Four with TR2 engine.—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.Z. Tudor 2301-2. [N3018]

JOHNSON & BROWN, distributors all models; early delivery—268-270, High St., Bromley. Ravensbourne 8841-2. [N2073]

MORGAN—Leicester and Rutland County distributor, models available on stock; part exchanges accepted.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 6019/20023. [1059]

MORGAN Plus 4; prompt delivery of these cars; spares for same; huge stocks of 4/4 and 3-wheeler spares.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Tel. Eal. 0570. [0728/R]

MORRIS

EPSOM.

THE WOODCOTE MOTOR Co., Ltd.

MORRIS distributors.

TELPHONE Epsom 1234.

[0659/R]

ROWLAND SMITH'S for Morris.

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [0408/R]

SURGEON MOTORS, Ltd., official Morris retail dealers, fully equipped for service and spares.—High St., Sutton. Vigilant 4444. [2275]

SMITH & HUNTER, Morris contracting agents, rotational delivery, exchanges, easier deferred terms.—376, Kensington High St., W.14. Western 2312. [N4019]

WILSONS AUTOMOBILES & COACHWORKS, Ltd., for favourable delivery all Morris models, including light commercials.—34, Acme Lane, London, S.W.2. Brighton 4011. [N4085/R]

LANKEST ENGINEERING Co., Ltd., officially appointed retailers Morris cars and vans; reason for delivery.—39-43, Eden St., Kingston-on-Thames, Surrey. Tel. Kingston 3151-6. [0264/R]

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MEBES & MEDES, Ltd. (Est. 1893), Morris Specialists for past 50 years, offer rotational delivery all models, including commercial vehicles; part exchange and deferred payments; always in stock, a number of used Morris cars with B.M.C. warranty.—The Broadway, Mill Hill, N.W.7. Tel. MILL 2040.

NASH

NASH car spares and repairs through Nash Concessionaires, Ltd., only.—Nash St., Albany St., N.W.1. Euston 5558-9. [N462/R]

OLDSMOBILE

SIMPSONS offer:—
1955 new Oldsmobile 88 coupe, fitted with extras. **S**IMPSONS MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 6891-3903. [N4015]

OPEL

LANCASHIRE and Cheshire distributors for Opel sales, service and spares.

GROSVOR GARAGE, Burnage Lane, Manchester, 19. Rus. 2874-5. [N159/R]

PACKARD

SOULE Concessionaires, Leonard Williams & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [N730/R]

PANHARD

TRY the aerodynamic 850cc (42 bhp) air-cooled front-wheel drive, 4/6-seated saloon and 3-seater sports cabriolet, superior road holding, flat floor, approx. 84 mph and 40 mpg, available home market, tourists, export, trade and agency enquiries invited.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Tel. 61591. [N4100]

PEUGEOT

TOM KNOWLES, Peugeot Concessionaires, 19, Brick St., Piccadilly, W.1. Grosvenor 3673-4. [N698/R]

MAYDAY MOTORS, Ltd.

PEUGET Distributors; 1955 models in stock.

MAYDAY MOTORS, Ltd., Mayday Rd., Croydon, Thornton Heath 3475-4. [N977/R]

PANTLES SERVICE GARAGE, Ltd., Guildford 5326. Peugeot dealers—Surrey, Hampshire, Kent. Immediate delivery.

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SEE and try the new Peugeot station wagon at The Utility Vehicle Centre, 100, Great Portland St., London, W.1. Langham 4464-5. [N1402]

DISTRIBUTORES PEUGEOT, Ltd., Peugeot concessionaires for the whole of the British Isles (excluding the London Metropolitan Police), are open in the districts within the counties of Surrey and Kent, 127, High St., Croydon. Tel. Cro. 7211/7217. [N391/R]

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SIMPSONS offer:—
1955 new Pontiac Star Chief Catalina power brakes and steering, radio, heater, all extras, delivery 8-10 weeks.

1955 new Pontiac Star Chief convertible coupe, colour castle grey, power brakes and steering, all extras.

1955 new Pontiac Chieftain V8, r.h.d., 4-door saloon, castle grey over corsair tan, flashing signals, full moon-round windows, front and rear, full luxe upholstery, ash trays, arm rests and Stratostreak V8 engine.

1955 new Pontiac Chieftain V8 r.h.d., 4-door saloon, falcon grey, flashing signals, full-wrap round windows, front and rear, ash trays, arm rests, and Stratostreak V8 engine.

SIMPSONS MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 6891-3903. [N4015]

PONTIAC, U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Farnham 7752-4. Also at Pontiac Works, Farnham Rd., Ascot, Berks. [N950/R]

PORSCHE

SOULE concessionaires for the Type 356 1½-litre model and Type 550 Spyder competition model.

FRASER NASH CARS, London Rd., Isleworth, Middlesex. Tel. Hounslow 0011. [N2015]

EUROPEAN CARS, Ltd., Porsche retailers, offer 1500cc hard top model early delivery; demonstration run can be arranged.—129-131, Old Brompton Rd., S.W.7. Fremantle 7722. [N922/R]

RELIANT

ROWLAND SMITH'S for Reliant 3-wheeler.

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

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SLOCOMOBILE, Ltd.—Regal Thp 3-wheelers, 50mpm: £389/12·9 inc. P.T.; immediate delivery; terms, part exchanges, cars, motor cycles, or 3-wheelers.

SLOCOMOBILE, Ltd.—Regal Thp 3-wheelers, 50mpm: £389/12·9 inc. P.T.; immediate delivery; terms, part exchanges, cars, motor cycles, or 3-wheelers.

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RENAULT

RAYMOND WAY. For your Renault 750cc saloon for immediate delivery on ½ deposit.—Kilburn Bridge, N.W.8. Maida Vale 6044. Open to 8 p.m. 6 days a week. [N777/R]

METROPOLIS GARAGES, Ltd., London (Brentford) 4-5385-6-7. Tel. 6026-2. [N626/R]

FRED GUY for new Renaults, immediate delivery, TSO; terms and exchanges.—198, King St., W.6. Riverside 5151. [N6085/R]

WILSONS AUTOMOBILES & COACHWORKS, Ltd. For new Renaults; immediate delivery, h.p. and part exchange.—1, Dorking Rd., Epsom 3901. [N4085/R]

RENAULT

RENAULT.—Leicester and Rutland County distributor, 750cc and 2-litre from stock; part exchanges accepted.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 60319/20033. [N1059]

RENAULT de luxe saloons and service, immediate delivery of 750 cc luxury saloons in all colours; h.p. arranged.—Wichita, 98, 99, 100, 101, Cedarvale Lane, [N186/R]

NEW Renault 750cc saloon, metallic blue, duo blue/grey interior, immediate delivery; £599/15 4/—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandike 1186. [N4034]

AUTO SALES (LONDON), Ltd., North London distributors for Renaults can give early delivery of the 2-litre Fronte and 750 cc saloons; terms and service in sales and service.—59-65, Belgrave Rd., N.W.3. Tel. Mal. 5555. [N010/R]

RILEY

EPSOM. THE WOODCOTE MOTOR Co. Ltd.

RILEY Retail Dealers.

TELephone Epsom 1234.

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FIAIT (ENGLAND), Ltd., sole Concessionaires in Great Britain and Northern Ireland for SIMCA Cars throughout the country. Distributors and Dealers throughout the country.

FIAIT (ENGLAND), Ltd., Water Rd., Wembley. Tel. Ferriels 5651. [N0665/R]

H. C. PAUL, Ltd.

SEE and try the new Simca Aronde; orders accepted for immediate delivery.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0621/2. [N1504]

Walue cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841. [N1051]

MAYFAIR GARAGES, Ltd.—New Aronde in stock for immediate delivery.—Balderton St., W.1. Mayfair 3104/5. [N2009]

NEW Simcas, all models, largest selection; distributors—obviously Anthony Crook Motors, Caterham Hill, Surrey. Tel. 2232-3. [N1063]

BSOMLEY, Ltd.—Aronde saloon; immediate delivery.—Johnson & Brown, 268, 270, High St., Bromley. Ravensbourne 8841-2. [N1924]

SURPLING MOTOR COACHES, Ltd., Distribution for Bedford and Hertford.—Lower High St., Watford. Tel. Watford 4491. [N382/R]

SIMCA.—Full information and delivery details from Leicestershire and Rutland distributors; part exchanges.—Cox's Motors (Leicester), Ltd., 11-15, Conduit St., Leicester 00319. [N1059]

DAVIES MOTORS, Ltd., official distributors, current demonstration car available; immediate deliveries; full service and spare parts facilities.—213, London Rd., Staines. Tel. 4211 (5 lines). [N1080]

MAYFAIR GARAGES, Ltd. (Plat service and sales).—Immediate delivery of the new Simca.—Demonstration at Balderton St. (opp. Selfridges), W.1. Mayfair 3104-5. [N155]

SINGER

GATEHOUSE offer:

EARLY delivery of Singers.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Montevue 4444. [N2021]

Walue cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841. [N1054]

PILCHERS, Ltd., 314, Kingston Rd., S.W.20. Liberty 2350.—immediate delivery of the Singer Hunter saloon.

TLADE and retail agents; full range on show at the 1000 Singer Showroom, 1000, 1001, 1002, 1003, Ferry Rd., Barnes, S.W.13. Riverside 6291. [N753/R]

IMEDIATE delivery, new Singer Roadster, terms and exchanges.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1881. [N904]

STANDARD

GATEHOUSE offer:

EARLY delivery of Standards, all models.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Montevue 4444. [N2021]

SHAW MOTORS, Ltd.

Place your order now for earliest delivery of all models, part exchanges, deferred terms; open day and night.—Shaw Motors, Ltd., 666-676, Garforth Lane, S.W.17. Wim. 5051-2-3. [N4006]

HALLS (FINCHLEY), Ltd.

AREA dealers for Standard and Triumph, all models for inspection and demonstration; part exchanges, h.p. terms.—Odeon Parade, North Finchley, N.12. Tel. 1044. [N635]

ROWLAND SMITH'S for Standard.

IMEDIATE delivery Vanguard saloons.

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

BERKELEY SQUARE HOUSE GARAGE.

EXCLUSIVE Standard retail dealers.

OFFER immediate or early delivery all Standard models, with service on the spot; day and night garage facilities.

BERKELEY Sq., London, W.1. Grosvenor 4343. [N856/R]

EARLY delivery Standard 8 and 10 models, part exchanges, terms.—X.L. SERVICE STATION, Kingston Vale, S.W.15. Kin. 8335. [N4060]

STANDARD 8 saloon.—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N2018]

STANDARD 10 saloon.—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N2018]

SIDNEY MARCUS, Ltd.—Early delivery all models; first-class after service.—M. Sloane St., S.1. Tel. Belgrave 3721. [N2006]

ERSKINE, Woking, for most Standard cars; exchange and immediate h.p. terms.—S. F. Erskine & Sons Ltd., Tel. Woking 3501. [N2051]

BRAND new and unregistered latest model Vanguard diesel saloon, available immediate delivery.

J. MOTORS, Ltd., Bromley, Tel. 3456. [N762/R]

VANGUARD diesel saloon, 50mpg; list; part exchanges welcomed.—New Cross Car Mart, Tulse 2908. [N2084]

KJ MOTORS, Ltd., N.W. Kent's leading Standard/Triumph area dealers, favourable delivery on some models.—Bromley, Kent, Tel. 3456. [N434]

W. T. RICHARDS (BEKLEYHEATH), Ltd., Standard/Triumph area dealers; part exchanges.—74, The Broadway, Beckley Heath. Tel. 1668. [N915/R]

STANDARD Vanguard dual colour, black/grey, red upholstery, immediate delivery.—Over Hall Garage, Staines Rd., Bedfont, Ashford, Middx. 2523. [N934]

STANDARD car specialists in sales and service; deferred terms.—Starnes Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [N437/R]

LAND-ROVER

LAND-ROVER: immediate delivery.—Smith's Motors Dovercourt. Tel. Harwich 701. [N925]

NEW CARS FOR SALE

STANDARD

CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088.—Standard and Triumph main distributors in areas of Surrey and Kent.

[0026/R]

A CLAND & Tabor, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer immediate delivery. Standard 10 pick-up, primer maximum h.p. terms available, £4 down, balance over 2 years. [N1001]

L. F. DOVE, Ltd., the Standard and Triumph main agents, have a full range of demonstration models available; part exchanges; hire purchase; order now for the spring.—69, The Broadway, Wimbledon, S.W.19. Liberty 3456. [N1077]

WILSONS AUTOMOBILES & COACHWORKS, Ltd., can offer favourable delivery of 8 and 10hp models, also Vanguard and light commercials.—34, Acme Lane, S.W.2. Brixton 4011; and 1-5, Dorking Rd., Epsom 5901. [N4065/R]

DUDLEY COBBOLD AUTOMOBILES for immediate delivery of Standard Vanguard and family saloons and estate delivery of 10 and 12 de luxe models.—20s, 210, 216, The Broadway, Wimbledon, S.W.19. Cherrywood 5366-7. [N0955/R]

"BRITAIN and back"—Standards without purchase tax for overseas residents receive immediate air-mail reply to enquiries.—Export Department, Steele Griffiths, Ltd., opposite North Entrance to London Airport, England. [N0457]

YOU couldn't do better than secure immediate delivery of your new Standard Vanguard saloon or make sure of early delivery of the Standard 8 Family or de luxe or Standard 10 saloon; current market value from £100 upwards; delivery to specification.—FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.8. Gladstone 2237. Open week-days 8 a.m. to 6 p.m. [N2008]

STANDARD and Triumph distributors in Surrey since 1911; immediate delivery Phase II Vanguard saloons; choice of colour; also diesel engine saloon; demonstration cars available.—Lankester Engineering Co., Ltd., 38-45, Eden St., Kingston-on-Thames, Surrey, S.15-4. [N0422/R]

STUDEBAKER

STUDEBAKER Champion and Commander saloons with r.h.d. for immediate delivery (subject to being uninsured). West Coast Motor Co., Ltd. (Est. 1905) Arrad St., Liverpool, Royal 1918-9. [N5604]

A LIMITED number of new 1955 Studebakers, 4-door saloons with right-hand steering, are now available for early delivery.—Studebaker Distributors, Ltd., Henly House, 385, Euston Rd., N.W.1. Euston 4444. [N0990/R]

SUNBEAM

GORDON CARS (LONDON), Ltd., offer for early delivery all Sunbeam models.—Gordon House, 7-9, St. James's St., London, S.W.1. Whi. 9501. [N0648]

GORDON CARS (LONDON), Ltd., 26, North End Rd., Golders Green (opp. Tube Station), N.W.1. Speedwell 2584 or 4701. [N0795/R]

SUNBEAM—Smith Auto Co., Ltd., main dealers for Rootes Group, offer early delivery of Sunbeam models.—145, London Rd., Croydon. [Croydon 2115. 3 lines]. [N0669/R]

TRIUMPH

BURGE & INGLIS, Ltd., TR2, pearl white; terms, part exchanges, cars or motor cycles.—Dudden Hill Lane, N.W.10. Willesden 4869. [N4017]

ROWLAND SMITH'S for Triumph. PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

BERKELEY SQUARE HOUSE GARAGE, Ltd.

EXCLUSIVE Triumph retail dealers. Offer for immediate delivery all Triumph models, with service on the spot; day and night garage facilities.—Berkeley Sq., London, W.1. Grosvenor 4343. [N0840/R]

METROPOLIS GARAGES, Ltd., offer immediate delivery of the Triumph TR2.—1-31, Macleod Rd., W.14. She. 5385-6-7. [N0599]

TR2 sales, service, part exchanges, hire purchase.—Fuller's of Coombe, Beverley Way, Kingston By-Pass, S.W.20. Malden 5666-7. [N0432/R]

TR2—Try Motours (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2501-2. [N5018]

TR2—We value cars in part exchange.—Performance Cars, Brentford, Middx. Edina 8841. [N3041]

TR2 specialists; part exchanges; H.P.—Premier Motors, 295, Lewisham High St., S.E.15. Lee 1051. [N3083]

CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088.—Standard and Triumph main distributors in areas of Surrey and Kent. [N0493/R]

TRIUMPH

NEW Triumph Renown saloon, colour grey with red leather upholstery, fitted with H.M.V. radio, immediate delivery, generous allowance for Part exchange on this car.

MARTIN WALTER, Ltd., 145-7, Sandgate Rd., Croydon, Tel. 8103. [N0246]

A CLAND & Tabor, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer immediate delivery TR2 hard top, leather, heater, overdrive, British racing green; maximum h.p. terms available, £4 down, balance over 2 years. [N1001]

STANDARD & TRIUMPH (distributors) in Surrey since 1911, immediate delivery TR2 models, choice of colour, demonstration available.—Bankside, Elmers End, S.W.18-5. [N0693/R]

L. F. DOVE, Ltd., the London TR2 centre.—Buy your TR2 from the first specialist centre; sales, service, spares; choice of specification and colour; quick delivery; part exchanges; hire purchase.—For details of Hard Top Conversion to 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [N1077]

VAUXHALL

VAUXHALL Cars.

MANSFIELD LTD., offer reasonable delivery of all models, part exchanges and h.p. facilities; main dealers, Eastbourne, Brighton, Lewes, Horsham, Worthing, Crowborough, Enniskillen to 17, Cornhill Rd., Eastbourne, Tel. 3003. [N167/R]

VAUXHALL cars.—Shaw and Kilburn, Ltd., Showrooms:—

4-6, Berkeley Sq., W.1. Grosvenor 4328.

PARTS and service; Western Ave., W.5. Acorn 4641. [N019/R]

KIEHT & BOYLE (Ldn.), Ltd., Terminal House, 80, Clapham Rd., S.W.9 (close to Oval Underground).

VAUXHALL main dealers, spares and service; Tel. Reliance 4211 (extension 10 or 19). [N080/R]

KJ MOTORS, Ltd., main dealers for Bromley, Orpington districts.—Bromley, Ray. 5456. [N0221/R]

VAUXHALL—L. F. Dove, Ltd., area dealers for Woking and district; early deliveries.—Guildford Rd., Woking, Tel. Woking 1282. [N1078]

"BRITAIN and back"—Vauxhalls without purchase tax for overseas residents receive immediate delivery to specification.—Export Department, Steele Griffiths, Ltd., opposite North Entrance to London Airport, England. [N0456]

VOLKSWAGEN

VW MOTORS, Ltd.

SOLE concessionaires, Great Britain and Northern Ireland.—Cars available for early delivery.—Byron House, 7-9, St. James's St., London, S.W.1. Whi. 9501. [N0648]

COLBORNE GARAGE, Ltd., Ripley, Surrey.

BUY your new Volkswagen from the Volkswagen Centre, Ripley, Surrey; demonstration vehicles available, including the commercial and utility range.—Tel. Ripley 2361. [N017/R]

WE value cars in part exchange.—Performance Cars, Brentford, Middx. Edina 8841. [N3041]

SUSSEX DISTRIBUTORS—Prestwich (Hove), Ltd., St. John's Rd., Hove, Tel. 34037-8. [N190/R]

EUROPEAN CARS, Ltd., distributors for London, Western Districts; cars, vans, pick-ups and buses; exchanges, terms also vans, pick-ups and buses.

129—131, Old Brompton Rd., S.W.7. Fre. 7722. [N1900/R]

SOUTH Yorkshire and North Derbyshire—Distributors, T. Gilder & Co., Ltd., Cambridge St., Sheffield, 1. Tel. 26558 9. Complete facilities. [N1028/R]

ROYDON—H. Harmer Car Sales, Ltd., Area Dealers 444-6, Brighton Rd., South Croydon, Croydon, 6225 Uplands 8629. [N1027/R]

SALOON de luxe, van, pick-up, from stock; demonstration any time.—Tarrant & Frazer, 10, Winchester Mews, N.W.5. Pri. 6159. [N876/R]

BROMLEY—Volkswagen Agents offer early delivery all models.—Johnson & Brown, 268, 270, High St., Bromley. Ravensbourne 8841-2. [N2073]

ONE only convertible (drop head) from stock; demonstration any time.—Tarrant & Frazer, 10, Winchester Mews, N.W.5. Pri. 6159. [N875/R]

PRIDE & CLARKE, Ltd., South London distributors.—Exchange your car for the latest Volkswagen terms.—Stockwell Rd., S.W.8. Brixton 6281. [N3068/R]

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13, distributors for Lancashire and Cheshire, sales, spares, service.—Tel. Ardwick 2591. [N1519/R]

DAVIES MOTORS, Ltd., official distributors.—Current demonstration car available; saloon, sun roof and convertible, on display; full service and spares facilities.—273, London Rd., Staines.—Tel. 4211. [N1080]

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V&F MONACO MOTORS for Volkswagen; buy your new Volkswagen from the firm which concentrates exclusively on the V.W. and handles no other make; also specialized repair service spared.

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CLAND & Tabor, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, Main Distributors for Bedfordshire and West Hertfordshire, offer early delivery de-lux and standard saloons, also commercial vehicles; maximum h.p. terms available, £4 down, balance over 2 years. [N1001]

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SOLE Willys concessionaires for Great Britain—Sales, spares.—Steel Griffiths, Ltd., London, S.E.5. [N0812/R]

WOLSELEY

EUSTACE WATKINS, Ltd., sole London distributor; early delivery 4/44 models, 6/90 up to view; part exchange and hire purchase.—12, Berkeley St., W.1. [N1519/R]

EPSOM.

THE WOODCOTE MOTOR CO., Ltd.

WOLSELEY distributors.

TELEPHONE Epsom 1234. [N0660/R]

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PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

KDM & CHERRINGTON, Ltd., 9, Albermarle St., W.1. [N2034/R]

R. C. WIMBUSH, Ltd.—Wolseley stockists; part exchange; hire purchase facilities.—312, Earls Court Rd., London, S.W.5. Fremantle 8401-3. [N4056]

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MISCELLANEOUS ADVERTISEMENTS

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CARS FOR HIRE

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WIMBLETON CAR HIRE, Self-drive Specialists. Mancoll Rd., S.W.19. Wim. 5334. [N0811/R]

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AUSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Codrington Mews, W.11. Pat. 9864-5. [N0466/R]

MISCELLANEOUS ADVERTISEMENTS

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OVERSEAS visitors; a fleet of 1955 Austin Drive-hy saloons for hire to drive yourself with unlimited mileage; send for illustrated brochure to Drivehy Cars, Ltd., Head Office, Kingsway, Newport, Mon. Saloons also available for home market at 13 Drivehy stations throughout Britain. [0211/R]

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OVERSEAS visitors—Opposite London Airport's North Terminal, Steel Griffiths Overseas, Victoria, Vauxhall, self-drive new Vauxhalls available at competitive inclusive rates; enquiries receive immediate airmail reply—Steel Griffiths, Ltd., London, S.E.5, England. [0584/R]

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PHOLSTERY covers, travel rugs, luggage covers

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CTOPUS straps, prompt delivery; carriage paid.

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HE CAR MAT Co., Ltd. (Est. 1930), 30 Colmore Rd., Westbourne Grove, London, W.1. Bay 2655. [0164/R]

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ILVERNOIL" car covers; new process P.V.C. silver

sheeting, strong, durable, 100% waterproof,

sealed waterproof, reinforced eyeletting; light in weight, easy to fit; handle 6ft 6in. 9ft 6in. 10ft 6in. 12ft 6in. 15ft by 12ft, 57.6; 18ft by 12ft, 72.6; 20ft by 13ft, 90%; post free.

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HPED covers made from white superfine Egyptian

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OTTON, dust proof, tear resistant; will completely

enshroud Vauxhall Velox or similar "tea cosy"

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ASH, post free 45/-; trade and bulk purchase

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HEADLAMP reflectors resilvered, 7/6 each, plus

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HEADLAMP reflectors heavily electroplated, 100%

silver, mirror finish, guaranteed 5 years, cash plus

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UT your plating costs on rechroming all car fittings,

highest quality finish for over 50 years, keen prices;

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1895, 35, Clerkenwell Close, London, E.C.1. Tel.

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EPAIRED without distortion for electro internal

fractures, tensile strength greater than original, repair

guaranteed process as approved by A.A. and

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AYSTALL-LUCAS cylinder head as fitted to M.G.

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EBORING in your own garage by Van Norman

process, 12 ft per bore; Replete pistons standard.

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IRROR finish rebore, best pistons; Austin 7, 75/1:-

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SAV time and money by using our special 33½% First Year No Claim Bonus Motor Insurance Scheme; quotations by phone or return of post; write, call or phone.

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RAYMOND WAY insurance office can arrange your motor policy quotation by return, immediate cover; write, call or phone.—Canterbury Rd., Kilburn, N.W.9. Maida Vale 6044 (10 lines). Open 7 p.m. 6 days a week. [0682/R]

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THE best at the lowest price, we guarantee to save you money.

LOOSE covers perfectly tailored in strong-proofed twill, heaviest quality Bedford cord and finest quality rayon tartan available for over 150 cars, 1935 to 1965. Complete sets from 99 patterns, including curtain, Quince, Crossways, Hexitable, Swanley, Kent-Swanley Junction 2403. [0358/R]

CAR-COVERALL, Ltd., for fine loose covers, excellent materials, perfectly tailored; sample on request; write or tel.—Car-Coverall, Ltd., 168, Regent St., London, W.1. Monarch 1601-3. [0048/R]

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S.C.S. (LONDON), Ltd.—Perfectly tailored and piped loose covers in authentic tartan woolens, from £4/10 per set; heavy-duty Bedford cord, 100% cotton from £6/6 per set; Monarch Oxford, £7/5; 50% on all cars.—Send or phone for over 30 patterns to "A" Showroom, 52/56, Pitkroy St., London, W.1. Euston 7838-9.

WHEN ordering your loose covers send to Karobea, who are actual manufacturers of these products; we offer you the following fine selection of materials: leopard skin, all cashmere, Jersey, silk, cotton, elastic Scottish tartans, Bedford cord, antique rep and Courtauld's exciting new rayons, also the famous Karobea's all-wool travel rugs; write for patterns and particulars to—Karobea, Ltd., Units House, 24-25, Livery St., Birmingham. Export and trade enquiries invited. [0148/R]

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CLARE'S MOTOR WORKS—Magnetics, dynamo and starter exchange service—260, Knight's Hill, West Norwood, S.E.27. Gipsy Hill 0132. [0298/B]

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KIRTON, Honiton, Devon, and branches, stock parts for more than 1,000 models, including replacements pistons and valves, cylinder heads, manifolds, etc. We supply surplus and second-hand components and accessories; write us for everything. [0420/R]

SPARES! Spares! Spares!

NOW dismantling; replies to your enquiries per return of post.

AUSTIN Big 7, 8hp 1939, 10hp 1934-7, 12hp 1934-7, 12hp 1934-5, 14hp 1937, 17hp 1938/9, 20hp 1934/5, 1935/6, 1937 twin, 10hp 1934/5. Daimler 1934 15hp, 1935 23.8hp. Hillman 10hp 1937/47, Jaguars 16hp, 1935/6, 1938/9, 1939/40, 1948, 1950, 1952, 1953, 1954/5, 1957. Standard 10hp 1934, 12hp 1934, Morris 10hp 1935/6, nearly all model, Riley 10hp 1934-5/7, 12hp 1935/6, 15hp 1935. Rover 10hp 1935, 12hp 1935. Standards nearly all models. Vauxhall DY/DX 1935/6, 1936, 1938. Wolseley 12hp 1935/4/6, 14hp 1936. Wards 12hp. Motors Stores, Leamore Rd., Wallasey. Tel. 4151. Motor Stores, Leamore Rd., Wallasey. Tel. 0297/R. Just dismantling 1946 J18 Vauxhall 14—Motolympia. [0424/R]

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CARLTON FORGE for services specially in roasting and retempering springs; 48 hours' service.—Edgar Rd., Cricklewood, N.W.2. Gladstone 2242. [0377/R]

SINGER—Gordon Cars (London), Ltd., the London Singer Distributors for all spares.—St. Albans Lane, Golders Green, N.W.1. Speedwell 4701-2. [0606/R]

ATO SPARES, 42, South Lane, New Malden, Surrey. Mantlers for 20 years have large stock of new and second-hand pre-war spares.—Tel. Malden 1628. [0141/R]

HARD-SURFACED rockers, M.G., Wolseley, Riley, 6/4, each; exchange; new bushes, valves, guides, gaskets, etc. c.o.d. service.—Thomson's 102, Kingston Rd., London, S.W.19. Liberty 6496. [0141/R]

CONWAY OF ACTON have large stocks of spares available from dismantled vehicles at competitive prices.—Call, write or phone Acorn 1748. 19, High St., Acton W.3. [0694/R]

GIPSY HILL GARAGES are now breaking all makes of cars for spare parts, cheapest in the trade, 9½ ft. 6 ins. 56s.—95-99, Woodland Rd., Gipsy Hill, S.E.19. [0141/R]

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HULLMAN, Humbers, Sunbeam-Talbot exchange units, prop shafts, front axle assemblies, radiators, etc.—Hullman, Hull, Lancashire. [01483/R]

1936-47—Hadley Garage, Ltd., Barnet 0101. [01406/R]

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ROOF racks for hire, any period.—605, King's Rd., S.W.6. Renown 4455. [01769/R]

VICEROY carriers from £3/19/9.—Contact local garage or Viceroys Sales, Mortimer Market, W.C.1. Euston 2000/7292. [0381/R]

PORTAOROID telescopic roof rack, one model fits any car.—£3/19/6.—Parr Equipment Co., Ltd., 29, Avenmore Rd., W.14 (opposite Olympia). Fulham 4211. [0117/R]

WAIMAC Dragoman patent detachable roof rack, suitable for any saloon car, fitted or removed in minutes without alteration to car; from £6 to 8 guineas; state make, year and hp.

WATNEY MOTOR ACCESSORIES Co., Ltd., Blaby, Leicestershire. [01259/R]

CHROMIUM plated tubular steel grids for XK120 (panel and boot lid); Austin-Healey, Sunbeam-Talbot, 12/4, Combi and Zephyr. £8/15; M.G. models £8/10; C.M.C. £8/10; F.D. £8/10; Ford £10; Morris Minor £8; Austin Standard £8; E.L. £8/10; Morris 10 and 12 45/-; postage 2/6; roof luggage grids hired, 10/- per week.—Derrington, 158-161, London Rd., Kingston 5621-2. [01717/R]

VICTORIA roof racks for all cars, estate cars and vans.—Alpine 2-bar, rack £5/17/6, minor for estate cars £5/17/6, major for vans £6/17/6; expanding rack to fit all cars, £5/17/6; estate and vans from £6/6; also Victoria clasp, 15/-; tar-paulins, straps, etc. all carriage paid U.K., obtainable from your garage.—Manufacturers: Victoria Motorcars, Ltd., 50, Vauxhall Bridge Rd., S.W.1. Vic. 2827. [01717/R]

REGAL Roof Racks fit any car, continental style.

Wooden slats, smart, strong, will carry maximum weight, standard run, proofed, cadmium plated, aluminium, novacote, lacquer, etc.

£5/19/6. Also available Regal plastic luggage cover, waterproof 4ft. 6in. x 6ft. 6in. all round, 27/6 ea.

Regal "Grip" elastic luggage strap (8 strands and 4 pads) clasp, 24/- ea.—Frank Bros., Ltd., 20, AC. 129, Kingston Rd., Malden, Surrey. Tel. 2778. [01717/R]

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TRIPLEX

EXPRESS REPLACEMENT & SERVICE—wholesalers and

LONDON, Newton's (Kensington), Glass Merchants. [0151/R]

WATFORD, Balmers' Glass Merchants, Derby Rd., Watford, Herts. Tel. 4222. [01923/R]

SOUTHBEND; South's Glass Merchants, 623-4, London Rd., Westcliff-on-Sea. Tel. Southend 42424. [01717/R]

ALL the above are official Triplex stockists. [01717/R]

BUSINESS & PROPERTY, SITUATIONS, BOOKS

BUSINESS AND PROPERTY

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PETROL station, slight cafe, tea gdns. (no repairs), nr. Cullompton, former site 5 acres, 3 houses, modern residence, 3 beds, garage site 26,000 ft², plus catering; vendor aged, retiring; £7,250 freehold. [9154 Lansley, 53, Friar St., Reading (Tel. 54632).]

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FRANCIS PARKER & Co., Ltd., specialists, valuers and agents to the motor industry, offer garages and filling stations from £1,000 to £60,000, arranged to suit individual requirements. Write, call or telephone your requirements to Francis Parker & Co., Ltd., Surveyors and Valuers, Grange Chambers, Buxbridge Rd., Hayes, Middlesex. Tel. Hayes 0432. [0886 R]

GARAGE and petrol service station, Sussex village, comprising offices, showroom, large repair shop, washing and greasing bays and detached residence; modern brick-built, fully equipped; popular car park held; petrol sales 40,000 p.a., turnover £30,000 claimed; Sundays present £10 per day; freehold £15,000.—Walker, Adams & Co., Tunbridge Wells. [9187]

GARAGE and petrol filling station, Guildford area, good main road, 5 modern pumps, modern garage and workshop, office, attractive bungalow residence; site 1½ acres, 2000 ft² freehold, petrol sales approx. 70,000 gallons per annum and expanding, excellent scope for repairs and sales, no other garage in village; price for freehold, fixtures, fittings, plant and equipment and goodwill; £19,000.—Further particulars from Timmins & Fisher, Maybury House, Frimley, Camberley 2292. [0885 S]

Business & Property Wanted

WAHLER, ADAMS & CO.

PROFESSIONAL agents to the motor trade, require for numerous applicants garage and petrol stations in Home and Southern Counties.—Please write, in confidence, to: Garage Dept., 12, St. Johns Rd., Tunbridge Wells. Tel. 2226-5 lines. [0752 R]

PETER LONG & PARTNERS.—Agents and valuers to the motor trade.

REQUIRE immediately, for genuine applicants, filling stations and garages throughout the United Kingdom, owners assured of confidential and private transactions.—Garage Sales Dept., Peter Long & Partners, Lion House, Richmond, Surrey. Tel. Richmond 5651/4. [9236]

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WANTED, small petrol station Southern or Midland Counties.—Marks, 18, Broughton Ave., West Kirby, Cheshire. [0879]

MIDLANDS of South-West.—Several filling stations wanted.—Thomas Raines & Howell, 136, Corporation St., Birmingham. Central 2161. [9236]

WANTED, garage/filling station, past trading successful, not necessarily garage development prospects exist; country preferred.—Box 5586. [0890]

WANTED for applicant, Midlands or Eastern England, sound garage business up to £6,000, where half can be left on mortgage.—R. H. Rapley, Estate Agent, 119, High St., Huntingdon 667. [0914]

REQUIRED for retaining clients, garage premises within easy reach of Piccadilly suitable for repair and maintenance of motor vehicles, capable of accommodating 3-6 cars, 1-2 petrol pumps would be an advantage; a news premises would not be objected to.—Full details to retained surveyor: Richard Chapman, A.R.I.C.S., F.A.I., Chartered Surveyor, 58, Gloucester Place, W.1. Tel. Hun. 0741-2. [9193]

AND, when one day you, with the thought of retirement, may possibly before, are thinking of selling your business, contact: D. Morris, 10, New Bond St., W.1, Wiltshire or other county of the west, south to south-west or the south midlands of England, we would consider it a privilege to be allowed to advise you, and to act on your behalf, without obligation by offering to you, until a purchaser has been introduced.—F. A. Humberstone and Partners, 75, Queen's Rd., Bristol. 8. [9222]

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The engagement of persons answering these advertisements must be made in accordance with the Ministry of Labour and National Service, etc., if the applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is excepted from the provisions of the Notification of Vacancies Order, 1952.

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SALARIED Personnel Department, Ford Motor Co., Ltd., Dagenham, Essex, will be glad to hear from you. Please quote V.P.E. 3. [0104]

SITUATIONS VACANT

PETROL attendant, salary commission, no Sundays.—The Market Garage, Tring, Tel. 2049. [0450]

MOTOR mechanics wanted; must be experienced.—Dorking Motor Co., Ltd., Reigate Rd., Dorking. [19181]

SHORTHAND-TYPIST wanted; permanent position for suitable applicant.—Dorking Motor Co., Ltd., Reigate Rd., Dorking. [19264]

CAR salesman required by Harrow, Middlesex, firm, must be experienced and wishing to earn over £1,000 a year.—Box 5656. [01916]

SKILLED storekeepers required by Swain & Jones, Ltd., Austin main part stockists, Farnham, Surrey. Good wages and prospects. [01911]

SKILLED Fitter required by Standard distributors; good rate and conditions; flat available.—F. Mitchell (N.J.), Ltd., Derby Rd., Nottingham. [01307]

COMPETENT manager required for expanding The Market Garage, Tring, Tel. 2049. [0450]

FITTERS required, top rates for suitable men with Ford car experience, write giving fullest details—Cars, Ltd., 60, 62, Queenstown Rd., S.W.8. [0777]

CHIEF Clerk required by small group of garage companies in N.W. London area, knowledge of accountancy and costing essential, man 25-30 preferred, good prospects.—Details of experience, etc., to Box 5156.

FIRST-CLASS motor fitter required with pre-war experience, good references, salary negotiable, details available to right applicant.—Frank G. Ltd., Orange Garage, Chalfont St. Peter, Bucks. [0276]

FIRST-CLASS motor mechanic required, experienced in all branches of the trade; 4-berth caravan, all electric, on site, available after trial period; nr. Reading.—Box 5710. [01263]

ACTIVE man wanted for driving cars in our New Forest. Driver's Dept. will be required to do some cleaning and polishing.—Call or write to Messrs. Eustace Watkins, Ltd., Chelsea Manor St., S.W.3. Fax. 8101. [01946]

SKILLED mechanic required for small public garage; catering for private cars and light commercial vehicles; permanent position for competent man, good working conditions.—Underwoods Garage, Dunstable, Rd., Rugby. [01263]

FORD main dealer has vacancies for passenger vehicle salesmen; excellent prospects; salary and commission; car provided.—Write in first instance to Sales Manager, F. H. Peacock, Ltd., 219, Balham High Rd., London, S.W.17. [0007 R]

REATLE salesman wanted; must be experienced, permanent position for right man; salary negotiable; should state age, married or single, previous experience and remuneration expected.—Dorking Motor Co., Ltd., Reigate Rd., Dorking. [01829]

FORD stores—Vacancy for an experienced Ford partsman; applicants must have had previous experience of main or retail dealers' stores; permanent remuneration job for right man.—Brook Garage, Main Ford Distributors, Chatham. [01474]

HEDD STOREkeeper required by main Ford dealers, Hertfordshire, experienced stores assistant looking for promotion would be suitable, permanent position, house available.—Reply in confidence, with full details, to Box 5392. [01829]

FOREMAN sprayer and coach painter required by expanding garage near Maidenhead; applicant must be absolutely first class; good prospects; salary commensurate with experience.—Box 5651. [01218]

FOREWORKS foreman able to take charge of workshop and carry out boring, general maintenance on precision machinery, etc., vehicles, etc.—Write to Box 5500. [01821]

JUNIOR commercial salesman required by Rootes Group dealers in West London area, good opportunity to become a first-class commercial vehicle salesman for well-educated young man who has completed his apprenticeship or equivalent training.—Write in first instance, giving full details, to Box 5148. [01821]

SALES Manager required, some genuine experience of the servicing of private vehicles required for medium-sized garage in the Midlands area about to come under new management.—Please apply in confidence, quoting experience and salary required, to Box 5680. [01821]

CAUSTIN and semi-skilled motor mechanics with first-class experience of Nuffield products required by Morris car distributor, South East Sussex; salary offered according to applicants' comprehensive knowledge; permanency for suitable applicants.—Write in first instance with references.—Box 5627. [01218]

WORKING foreman able to take charge of workshop and carry out boring, general maintenance on precision machinery, etc., vehicles, etc.—Write to Box 5500. [01821]

JUNIOR commercial salesman required by Rootes Group dealers in West London area, good opportunity to become a first-class commercial vehicle salesman for well-educated young man who has completed his apprenticeship or equivalent training.—Write in first instance, giving full details, to Box 5148. [01821]

SALES Manager required, some genuine experience of the servicing of private vehicles required for medium-sized garage in the Midlands area about to come under new management.—Please apply in confidence, quoting experience and salary required, to Box 5680. [01821]

CAUSTIN and commercial vehicle salesmen required by a semi-skilled position and calls for man of proved ability.—Service and experience not essential.—Write in first instance, giving full details, to Box 5612. [01821]

BROOKES OF BOND STREET, Ltd., invite applications from salesmen, preferable with first End experience and competent to handle retail transactions in high-class motor cars only; first-class salesmen capable of high earning capacity should apply in confidence, to Managing Director, 103, New Bond St., W.1. [0151]

PETROL/DIESEL foreman mechanics are required by leading British firm for permanent appointment to British West Africa, this is appointed to supervise and instruct African staff; preference will be given to applicants who have a knowledge of Vauxhall, Bedford, Albion or Rover vehicles and Lucas equipment. Age limit 35.

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WRITER, giving full details, to Box 2976, c/o Charles Barker & Sons, Ltd., 51, Budge Row, E.C.4. [01048]

SITUATIONS VACANT

DISTRICT manager for self-drive car hire organisation required for London; exceptional opportunity for advancement; executive experience in this field is essential; car provided; salary according to ability.—Apply by letter, stating age, past and present position, full address, salary required, Secretary (L.G.), N.I.F.P., 14, Welbeck St., London, W.1. [01948]

SERVICE representative required by automobile component manufacturers in South Midlands; sound technical training with drawing office or equivalent practical experience essential; experience of similar responsible position involving customer contact essential; full time; good opportunities; experience and present salary to Box 5625. [01930]

FULLY qualified salesman will be required at the end of August by large North London automobile distributors; applicants must be capable of dealing with transactions involving new and used cars, both retail and trade; the position offers excellent prospects and remuneration to the right man with in the first instance, giving fullest details.—Sales Manager, Box 5157. [01527]

SALES manager for automobile division; must be thoroughly experienced in and capable of dealing with large scale sales of motor accessories, both to motor dealers and to retail outlets; knowledge of export procedure; pension scheme applies; stating age, experience and salary required, to Commercial Manager, Delaney Galley, Ltd., Vulcan Works, Edgware Rd., Cricklewood, N.W.2. [0101]

PAGE BROS. Morris car distributors, Bexhill-on-Sea, Sussex, urgently require assistant works foreman, age about 27-32 years, with extensive knowledge of Morris products and Wolseley cars; necessary to have sound experience in complete overhauls, rehorning, sleeves; salary will be offered according to qualifications.—Please write with copy of testimonials to Page Bros., 66, Sackville Rd., Bexhill-on-Sea, T. N. 255. [01275]

ANDOVER MOTOR Co. (Austin main dealers) require a first-class salesman to take charge of new and second-hand car and commercial vehicle sales. Must be a good sales man and have a sound knowledge of Austin products and be able to develop Austin sales and service; required to assist managing director, excellent prospects, house available at Andover.—Write for interview Mr. W. M. Sandie, Ingram Sandie & Co., Ltd., 117b, High St., Wanstead, E.11. Wanstead 5617. [01093]

PRODUCTION manager required in the Midlands area for an expanded organization specializing in aircraft overhaul and repair work; knowledge of aircraft components; candidates should have expert knowledge of all aspects of production control, planning, progress, estimating, stores and supplies procedure; must have first-class administrative experience.—Applications from the most suitable will be considered, write full particulars of experience in chronological order to Box A715, L.P.E., 55, St. Martin's Lane, W.C.2. [01090]

FOREMAN mechanic required by leading British firm in Iraq; the successful applicant will be required to have a comprehensive knowledge of repairs to diesel and petrol vehicles and modern workshop practice; age between 21 and 30; experience in aircraft maintenance but not less than £500 per annum plus cost of living allowance; tours of about two years with generous leave on full pay; free furnished accommodation, medical attention and first class passages; family allowances; provision made for retirement.—Apply giving full particulars to Box 2976, c/o Charles Barker & Sons, Ltd., 51, Budge Row, E.C.4. [01097]

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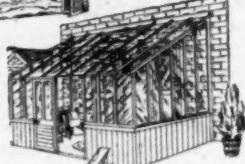
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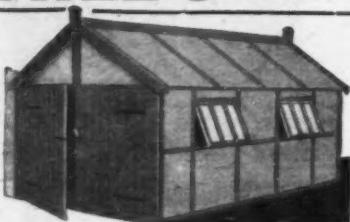


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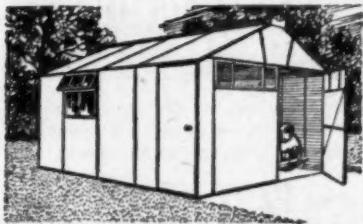
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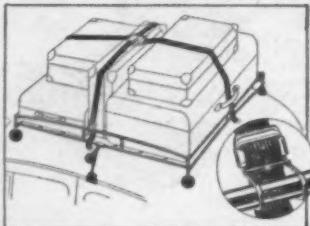
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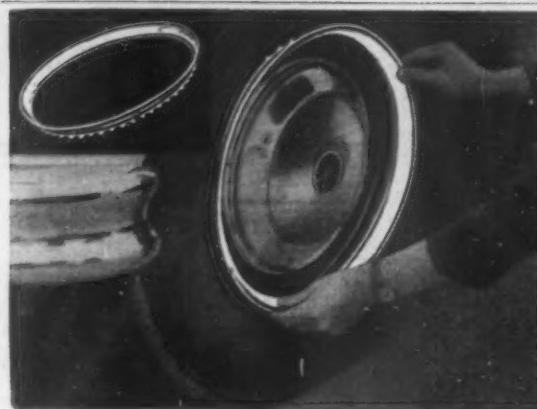
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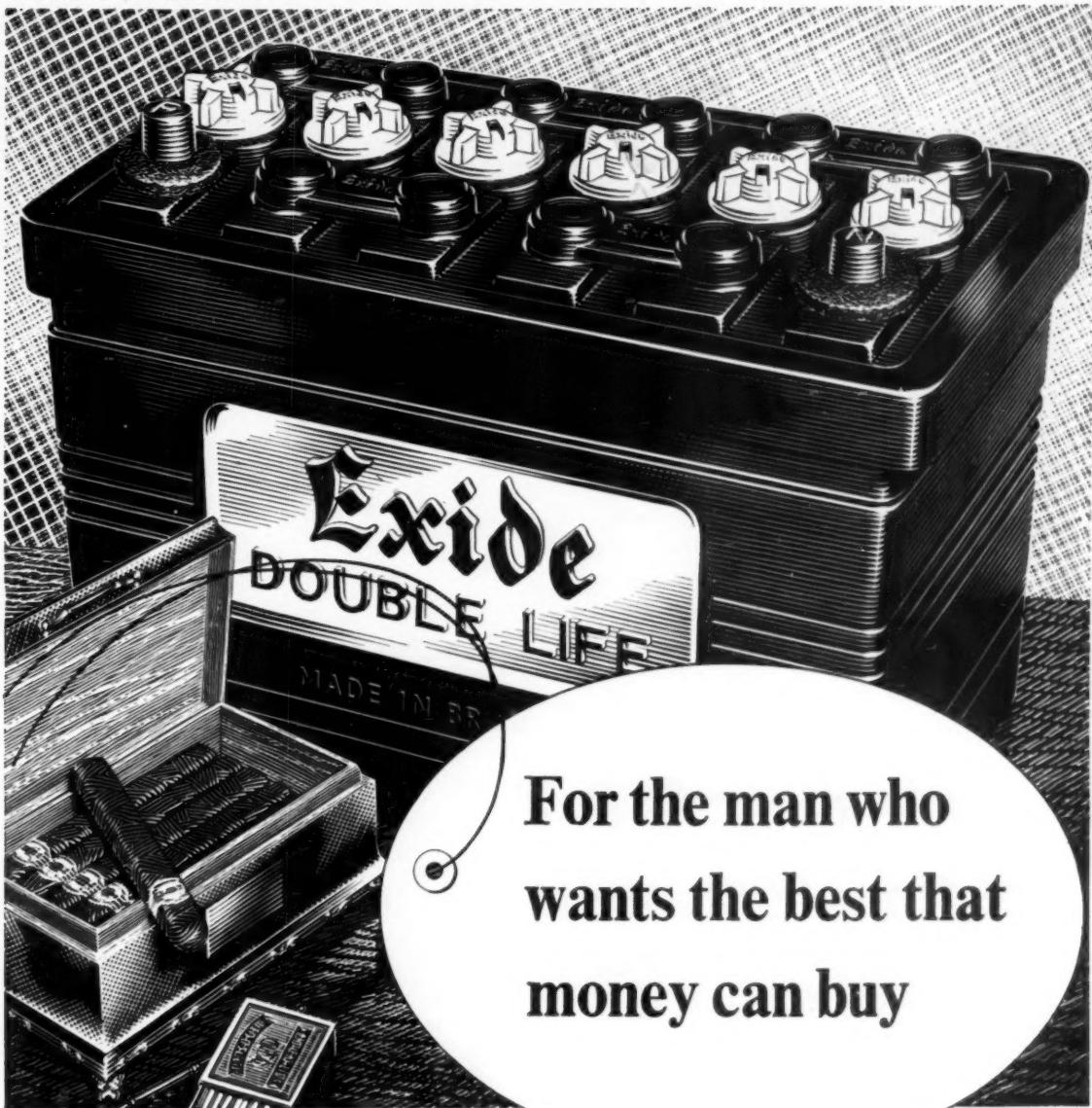
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